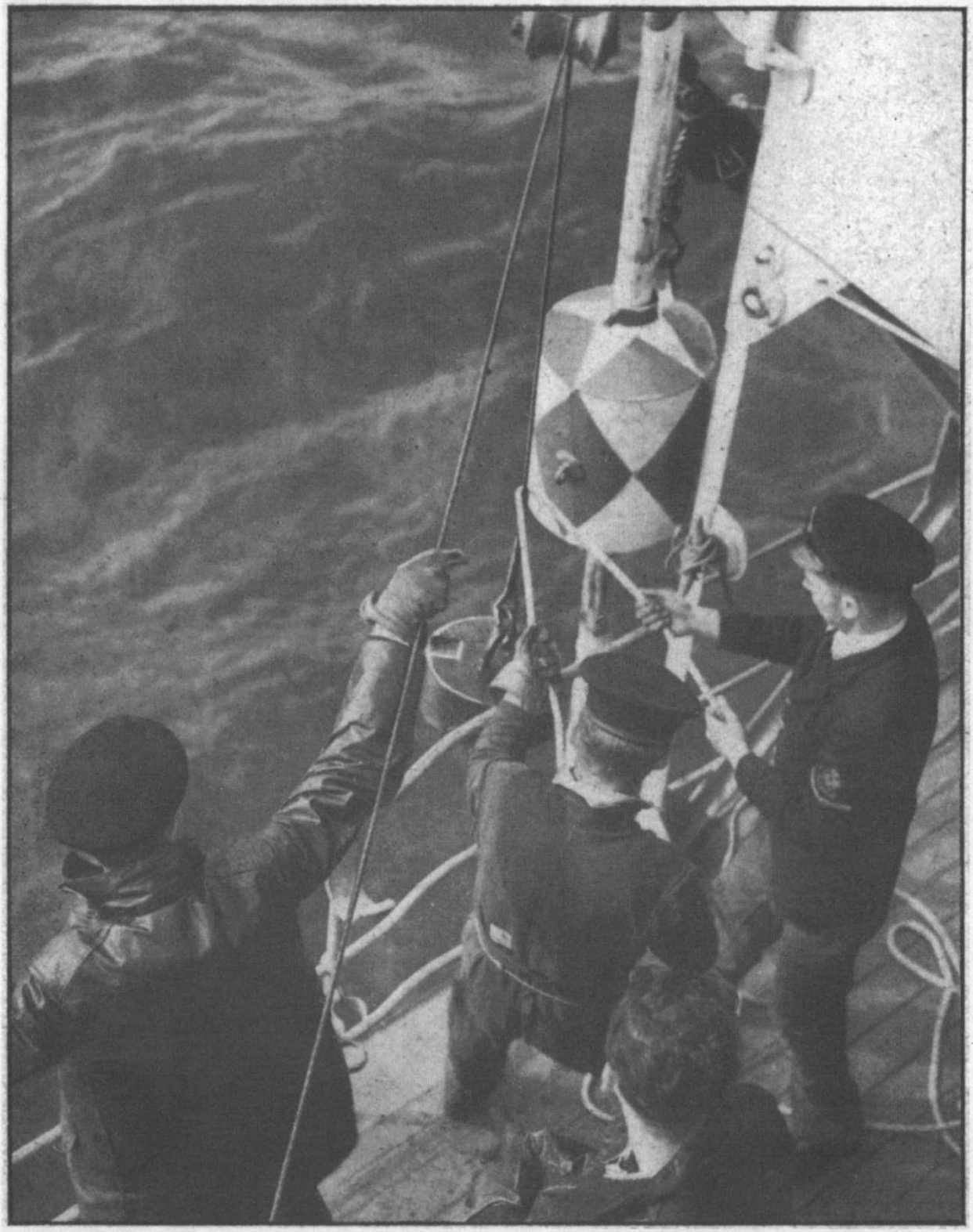
Vol 9 The War Illustrated Nº 218

SIXPENCE

and AFTERWARDS

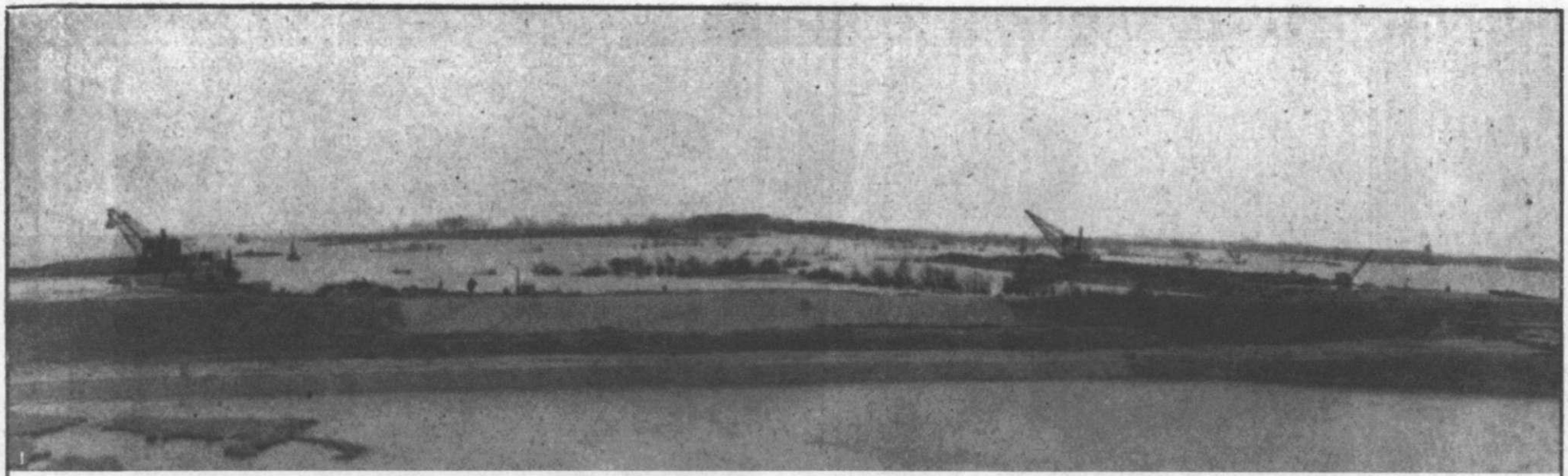
OCTOBER 26, 1945

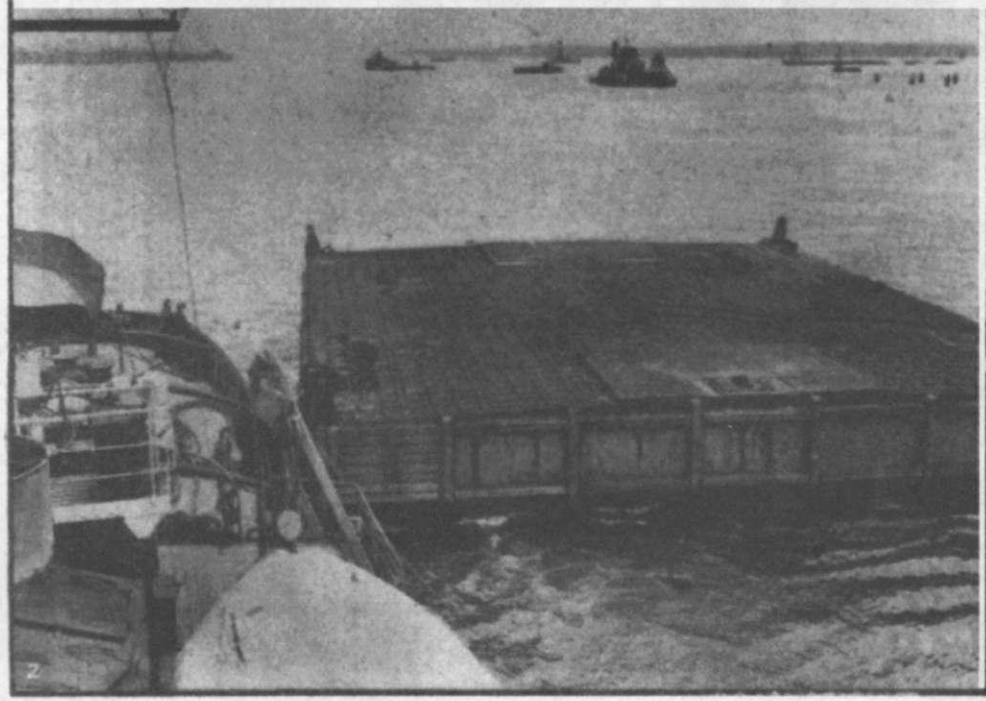


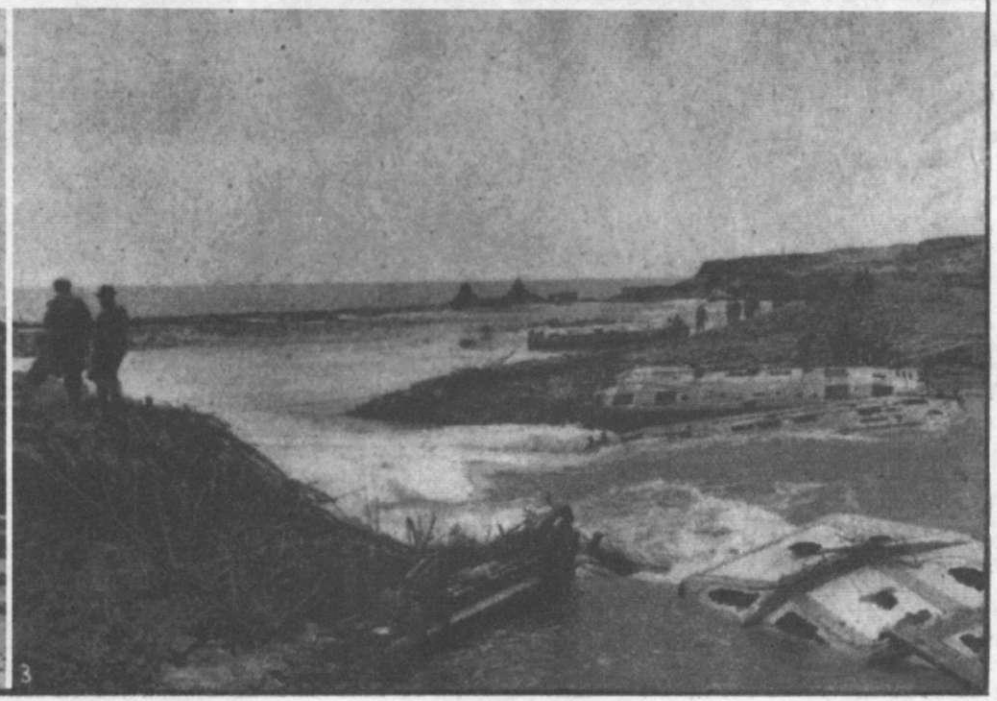
ABOARD A BRITISH MINESWEEPER the "Area Cleared" signal has been flashed, and with the sinker free of the ship's side the dan-buoy—used to mark a swept channel—is lowered from the deck. This fleet sweeper, known as a "danner," is operating in East Coast waters in the van of our fishing fleets. Both in home and in distant waters the end of the war has, if anything, intensified the hazardous work of our minesweepers and their crews, whose stupendous peacetime task is described in pages 392-393. *Photo, British Official.*

Edited by Sir John Hammerton

NO. 219 WILL BE PUBLISHED FRIDAY, NOVEMBER 9







GAPS IN FLOODED WALCHEREN'S DYKES were closed by Mulberry Harbour sections, towed there from Britain in early September 1945. The panorama (1) shows the breach blasted in the original dyke at Rammekens (extreme left, middle distance) by 12,000-lb. bombs of the R.A.F. (see illus. in page 466, Vol. 8) and work in progress on the new dyke (right). Pontoon, which formed part of a Mulberry pier not required for the Normandy landings, being attached to a tug at Southampton for towing to Holland (2). Late September gales wrought havoc with the work of the Dutch engineers; at Nolle, west of Flushing, the only dyke repaired was smashed. Concrete floats—known as " beetles " in Mulberry pier-construction—were swept away by the high tides (3).

Photos, Topical Press

Are We in Japan for Long?

By MAJ.-GENERAL
SIR CHARLES GWYNN
K.C.B., D.S.O.

AFTER her war with Russia in 1904–05 Japan's position became immensely strong, and if she had played her cards with good sense her future was assured. She had, to an exceptional degree, all the defensible advantages of an island kingdom; for the immensity of the ocean which protected her shores from invasion also ensured that her navy could always fight a hostile fleet in her home waters, where proximity to its bases would more than compensate for disparity in numerical strength. Russia was the only Power that could seriously menace her security; but she was in a position to prevent Russia developing naval strength in the Pacific, and her army with short lines of sea communication was capable of resisting any renewed attempts Russia might make to encroach on China.

Economically, Japan's position was weakened by her inability to produce food sufficient for her requirements; but, on the other hand, geographically she was better placed to develop the enormous resources of China than any other Power. Everything pointed to the expediency of cultivating friendly relations with China and giving her a lead in developing her economic potential. But Japan was in a hurry and preferred to use force; counting, presumably, on the strength of her position to defy intervention by the western world.

BRITAIN and U.S.A. Were Not Prepared for Effort Demanded

Whether economic sanctions at the time of her occupation of Manchuria or at the beginning of the China "incident" would have brought Japan to her senses is questionable, but it is certain that armed intervention would have demanded an effort for which neither Britain nor the U.S.A. was prepared, and in which their lack of advanced bases would have been a perhaps decisive handicap. If the two great western Powers had been willing to embark on a long war in which their immense productive power could be developed, no doubt victory would eventually have been achieved. But in view of the strength of Japan's army and the favourable conditions under which her navy would operate, the magnitude of the effort required should not be underrated.

When, however, Japan forced the issue and deliberately provoked war with the western Powers her rapid initial conquests entailed the sacrifice of her strong defensive position. Her army could not be employed as a concentrated force to defend outlying strongholds, and her navy, in order to secure communications with them, was compelled to emerge from its advantageous position in home waters. Her ingenious and far-sighted development of aircraft carriers merely provoked the answer which American productive strength was able to provide. Too late, having sacrificed the greater part of her navy, Japan sought to re-establish her position in home waters, but by that time developments of sea-air warfare on which she had relied to control sea communications had turned decisively against her and enabled America to secure the bases from which air power could undermine the foundations of her former security.

NOT even Germany has given such an example of a nation deliberately sacrificing an apparently unassailable position or having less prospects of ever restoring it. In the case of Germany, withdrawal of armies of occupation might obviously lead to the recovery of much of her strong position and aggressive potentialities; but with Japan the situation is very different, for sea-air power can maintain a stranglehold on her.

Prolonged or complete occupation of the country would seem therefore to be unnecessary, for sea-air power provides an instrument of control from outside both on aggressive tendencies and on the economic life of the country. Clearly Japan, however much she might develop her internal military strength or strengthen her defences against invasion, would not be able to embark on any offensive enterprises except by a seaborne operation which could have no possibility of success, particularly if America retains bases in Okinawa and other islands comparatively adjacent to Japan. Moreover, shipping on which Japan's economic future depends would equally be at the mercy of sea-air power.

PRESUMABLY it is for these reasons that General MacArthur evidently does not consider a large army of occupation or its prolonged stay in the country will be necessary. It may, of course, be advisable to maintain at least token forces in some of her large cities, and possibly to move columns of Allied troops through the more remote parts of the country in order to bring home to the people the completeness of their defeat. War criminals should be rounded up; and in that, insistence on the fullest co-operation of the Japanese Government would seem to be of primary importance.

There can be no question of a soft peace, particularly in that matter, but on the other hand a nation that has an excessive population and has lost all power of aggressive action cannot be kept in impossible economic conditions, and the case for giving her assistance may be even stronger than in Germany. There is less possibility of concessions being abused; secret or veiled war industries would lead nowhere, nor would quasi-military organizations be a danger except to Japan's internal stability.

If, as I believe from the military standpoint, Japan as a source of danger to peace has received a knock-out blow from which, under the new conditions, there is no possibility of recovery, the effects of her four years' occupation of the possessions of the western Powers appear likely to have a disturbing influence. In Burma, fortunately, the completeness of the Japanese defeat and the hardships endured by the Burmese during the occupation have combined to produce a sense of liberation, and there should be sufficient troops available to ensure a reasonably rapid restoration of good order. In a country where dacoity had so often given trouble and nationalistic sentiments are strong, the presence of large numbers of highly trained troops provide an adequate safeguard against hot-headed attempts to exploit the disturbance caused by the war. In Malaya and the Straits Settlements there is even less reason to expect trouble, whatever changes in the system of administration it may be considered advisable to carry out. The repatriation of Japanese troops and the discovery of war criminals among them are the chief immediate problems.

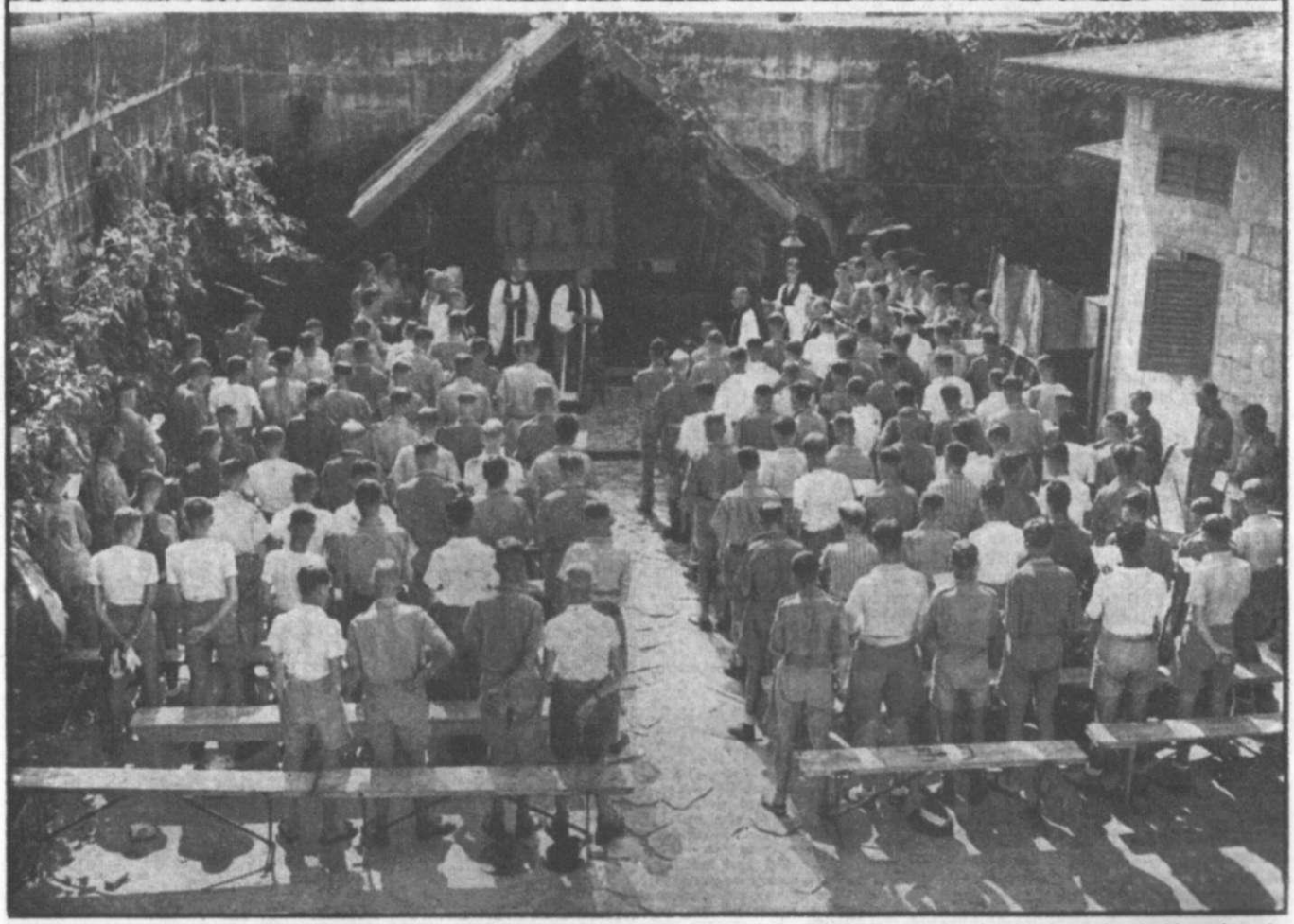
MINIMUM of Force to be Used in Carrying Out an Invidious Task

The situation in Indo-China and Indonesia is much more complicated, owing to the facts that neither French nor Dutch troops were available in sufficient force to resume occupation of their respective possessions, and that it fell to British forces to accept the Japanese surrender and to rescue prisoners of war. Unfortunately the vacuum created by the disappearance of Japanese authority could not be filled by British troops. The resentment against European control, fostered by the Japanese during the occupation, was therefore able to express itself.

Once again British and Indian troops have been compelled to intervene in the interests of law and order where they have neither political authority nor are in adequate strength to do so with immediate effect. Moreover, the situation requires us to use the minimum of force. That it should have been necessary to call on the surrendered Japanese troops to assist in the maintenance of order is a regrettable if unavoidable complication. But it shows that our forces in the Far East do not yet exceed requirements.

IN TOKYO A U.S. military policeman stood beside a Japanese, helping him to direct the capital's tramway traffic which was resumed within a few days of the Allied occupation. Heaviest damage was in the residential and factory areas, where large numbers of the population were reported to be living in improvised timber shacks.
Photo, Associated Press

Change-Over of Roles at Recaptured Singapore



RELEASED AUSTRALIAN PRISONERS watched their former gaolers filling in defence trenches (top) which the Aussies themselves had been forced to dig in sweltering sunshine during captivity. The Bishop of Singapore conducted a service for them in Changi Prison courtyard (bottom), when some 120 were confirmed. Last batch of Singapore prisoners and internees, including several hundred men of the British 18th Division—"last in" as prisoners of war—left the port aboard the Polish motor-ship Sobieski on September 27, 1945.

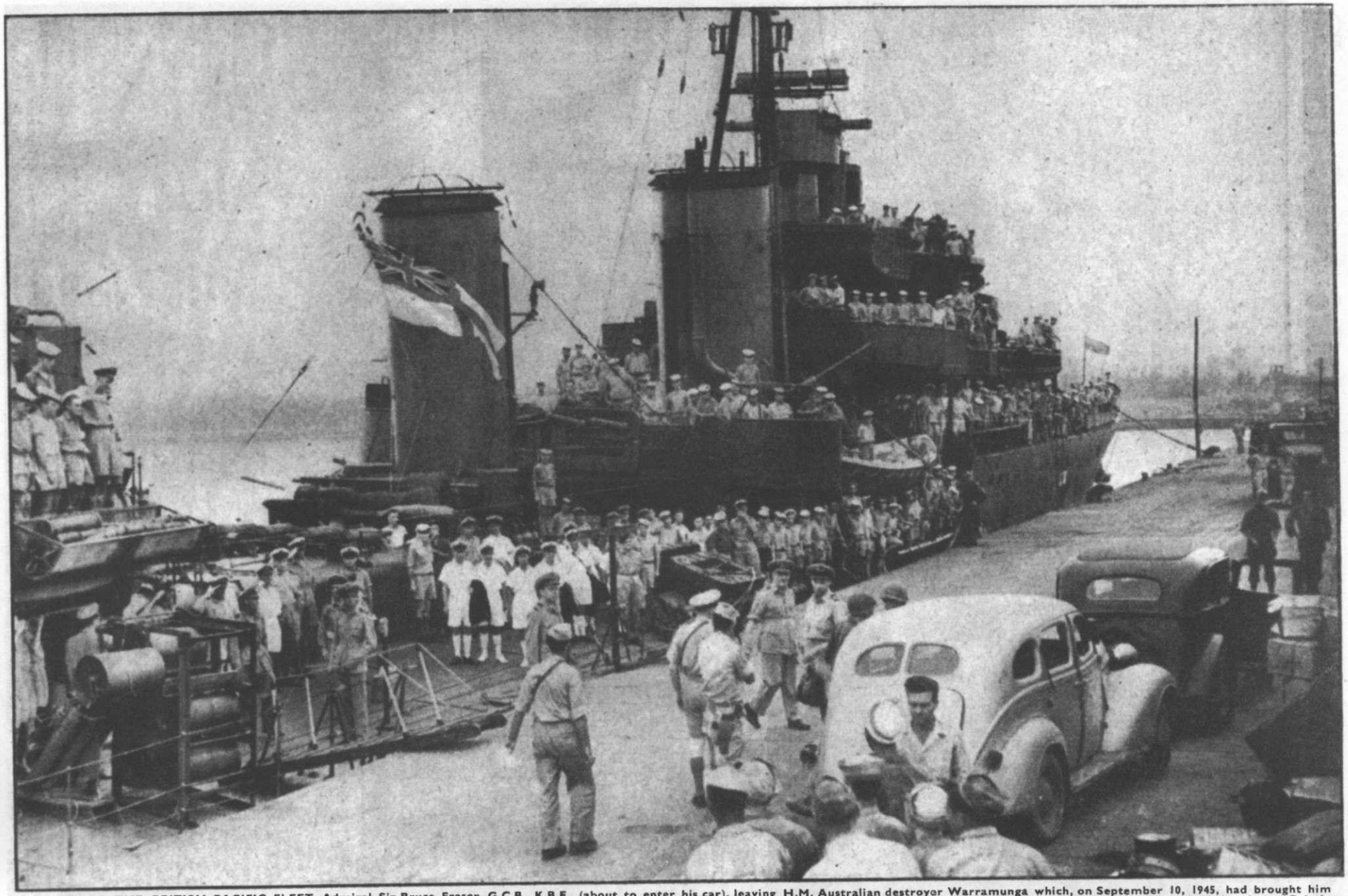
Photos, British Official

British Army of the Rhine where Nazis Trained

AT LUNEBURG, scene of the German surrender on May 4, 1945 (see pages 79-82), and former famous Wehrmacht training-ground, troops of the Royal Artillery with the British Army of the Rhine attended an open-air course on tactics (1) in late September. Marking the site of the surrender, a temporary wooden plaque (2) was erected, later to be replaced by a permanent monument of stone. The plaque was on Sept. 24 reported to have been defaced by local Nazis.

After the surrender hundreds of buses from all over Germany were rounded up in the area. Used by the enemy in their retreat, some are being dismantled, others employed in transporting our troops. A Cockney wit renamed the destination of this Berlin vehicle (3). On Luneburg's outskirts is a small well-tended British military cemetery (4) where lie a hundred of our brave dead.

 Photos, Keystone



C.-IN-C. OF THE BRITISH PACIFIC FLEET, Admiral Sir Bruce Fraser, G.C.B., K.B.E., (about to enter his car), leaving H.M. Australian destroyer Warramunga which, on September 10, 1945, had brought him to Yokohama from his flagship, the 35,000-ton battleship H.M.S. Duke of York, moored in Tokyo Bay. Fifteen days later—while visiting General Chiang Kai-shek at Chungking—the Admiral disclosed that Britain is to keep a small Fleet in the Far East. "Britain is a small country depending on ships and sea trade. We shall need a small Fleet out here to keep it going," he declared. At present it consists of three battleships, four carriers, nine cruisers and 32 destroyers. Our naval bases in the Pacific would not be increased beyond the present ones at Singapore, Hongkong and in Australia. *Photo, British Official*

Great Deeds of Little Ships

By
FRANCIS E. McMURTRIE

IN this country little has been heard of the war in the Adriatic. Yet the rapid progress of the Yugoslav armies in 1944 would not have been possible had it not been for the invaluable aid rendered by the Royal Navy. As the result of a series of small craft actions, control of the channels between the numerous islands that fringe the Dalmatian coast was wrested from the Germans. With their sea communications cut, enemy garrisons in the coastal strip were forced to surrender to the Yugoslavs.

One of the hardest-fought engagements of this half-forgotten campaign was that known locally as "the Battle of Vir," in October 1943. Lasting six hours, this night action is claimed to have exceeded in length any corresponding operation undertaken by Coastal Forces. At that time a small force of British coastal craft was using the island of Ist (Italian name, Isto), in the outer fringe of the Dalmatian archipelago, as an advanced base from which to harry enemy traffic between Fiume, Zara and smaller ports. This force comprised a motor gunboat and three motor torpedo boats.

M.G.B. 662, commanded by the senior officer of the little force (Lieut.-Commander T. J. Bligh, R.N.V.R.), was armed with a power-operated two-pounder pom-pom on the forecastle, with a pair of Vickers ·303 machine-guns on each wing of the bridge, flanked on either side by a 20-mm. Oerlikon. Amidships was mounted a pair of Oerlikons, while right aft was the biggest gun of all, a six-pounder. M.T.B. 634, 637 and 638 each carried two 18-in. torpedo tubes, six Oerlikons and four ·5 machine-guns.

OERLIKONS Blazed Away as Tracer Bullets Pierced the Dark Night

On the night of October 11–12, the four boats were lying, for the second night in succession, in wait for German convoys, which usually tried to get through under cover of darkness. They were concealed from enemy observation by the shadow of Vir Island, a useful strategical point about 15 miles north-west of Zara. The Chief Motor Mechanic of one of the m.t.bs, who was going up on deck to get some fresh air after a spell in the engine-room, described to me how he was greeted with a sudden burst of gunfire from somewhere close by. As the boat started to move, tracer bullets of various colours could be seen approaching. An enemy vessel then appeared about 100 yards away, but by that time the C.M.M. was diving down the engine-room hatch !

Overhead, the Oerlikons were blazing away, making the deck shake, and the steady thump-thump of the pom-pom could be heard amidst the din. Above all sounded the louder note of the motor gunboat's six-pounder, as the flotilla dashed to and fro firing into the convoy. Nobody in the C.M.M.'s boat was hit, but a man in the m.g.b. lost the number of his mess. In M.T.B. 634 one of the engines failed, and the other gave trouble, the engine-room being full of fumes, but those below carried on in smoke helmets and the boat continued in action. One of her torpedoes scored a hit on an enemy vessel, the other running ashore on Vir Island.

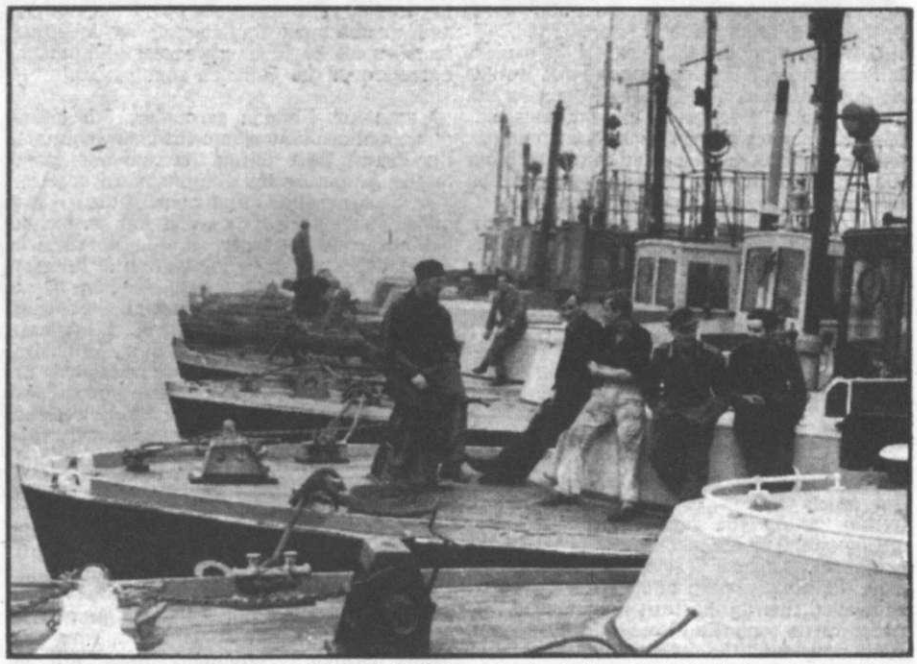
MEANWHILE, the ships of the convoy had scattered, but one by one were hunted down and destroyed. Until the moon rose it was difficult to keep touch, and star shell proved an inadequate substitute. For a time all would become quiet ; then a two-pounder would go off with a bang, echoing through the surrounding islands. "There they are !" someone would shout, and the chase would be resumed.

M.T.B. 637 had the task of finishing off a couple of F-lighters which had run ashore. badly damaged, one of them being on fire. The motor torpedo boat lay off the shore and neatly placed a torpedo in each, causing them to blow up with a terrific explosion, throwing up a huge column of smoke and debris. Evidently they were loaded with explosives. Ultimately no more enemy craft could be found, so the four boats returned to Ist, well satisfied with their night's work. There was a danger of German aircraft appearing with the dawn. This fear was almost realized when some Beaufighters dived on the flotilla under the impression that it was an enemy force, but they found out their mistake just in time.

AS the four vessels entered harbour at the base, each was wearing a broom at the yardarm, in token of having swept the seas of the enemy for the time being. Later it was ascertained that 13 enemy vessels had been destroyed, including at least half-a-dozen of the very useful F-lighters. These were Diesel-engined vessels, 150 ft. in length, built of steel and reinforced concrete, giving good protection. Each of them mounted one 88-mm. gun, besides 40 and 20-mm. pieces. On paper, this well-armed convoy should have had the better of it, but the fine fighting spirit of the attackers carried the day, or rather night.

CRAFT'S Short Life May End in Being Scrapped or Superseded

Though exceptional in duration and for the number of enemy vessels sunk, this affair may be regarded as typical of the many actions in which Coastal Forces were concerned in the Adriatic. In somewhat different circumstances they exercised the same mastery over the situation as did the British naval forces under Hoste in 1811. In those days the French, who had occupied most of the territories of the Republic of Venice, were driven out of their foothold on the Dalmatian coast as the Germans were in 1943–44. Geography remaining the same, history is apt to follow a similar pattern.



GERMAN TORPEDO-RECOVERY LAUNCHES at London's East India Docks in October 1945 with their crews. Twenty feet long, with black hulls and yellow funnels for identification purposes, they were part of the fleet of specialized vessels which the Nazis still had afloat when they surrendered. "It was a fine Navy," declared a British officer. "They had a ship for every job."

Coastal craft have a short life. If they escape destruction in action or by accident, they soon wear out and are scrapped or superseded by improved types. Already many of those which played a brilliant part in winning the war have gone, or are being offered for sale to the public without their engines.

SOME of our surplus ships are being acquired by Allied Navies. The latest to go are the destroyers Quilliam, Savage and Scorpion, all built during the war, which have been purchased by the Royal Netherland Navy. One of them has already arrived in Dutch waters, and has been renamed Piet Hein, after the celebrated admiral who captured a Spanish treasure fleet and ultimately fell in action off Dunkirk in 1629. Further transfers to the Dutch flag are expected to include a cruiser and an aircraft carrier, names of which have still to be announced.

H.M.S. Geranium, one of the numerous corvettes of the "Flower" class which proved so valuable in the early days of the Battle of the Atlantic, has arrived at Copenhagen on being taken over by the Royal Danish Navy. She has been renamed Thetis. H.M.S. Annan and Monnow, two frigates of the "River" class which were lent to the Royal Canadian Navy during the past two years, have also gone to the Danish fleet, so sadly depleted as a result of the German invasion. A corvette of the "Castle" type is expected to follow.

According to messages from Chungking, there is some prospect of the Chinese Navy's losses being made good by the transfer of ships from the British and United States Navies. Nothing appears to have been settled, but the suggestion is that a cruiser or two, with destroyers, escort vessels and minesweepers, might be acquired from the Allied surplus of tonnage.

The effect of this in practice would be to give China a completely new navy, for with the exception of a couple of small cruisers which were in the hands of the Nanking "quisling" government, the only vessels in Chinese hands were a collection of river gunboats. It is possible, moreover, that some of the smaller Japanese ships which have been surrendered may be handed over to China instead of being scrapped.

Hard-Worked British Minesweepers Still Busy—

Even after the end of hostilities our minesweepers are still gallantly engaged—now in the gigantic task of clearing the waters round the coasts of Western Europe as well as those of the Far East. What they have already accomplished and how much remains to be done, in making the seas safe for traffic, is told here. See facing page, and 385; also page 204.

THE war may be over—but not for British minesweepers; their work goes on. They are still busy—and will be for another year or more—bringing to a triumphant conclusion one of the greatest minesweeping feats of modern times—the non-stop clearance of every port in north-west Europe, from Brest to the Kattegat.

In August of this year a hundred British minesweepers made a start on clearing the vast defensive mine-barriers laid round our coasts to protect coastwise shipping. A hundred thousand moored mines were laid in these waters during the war; in addition there are hundreds of enemy ground mines—magnetic and acoustic or a combination of both—which lie outside the war channels and were not swept during hostilities. Between V Day and mid-August over 2,000 mines were swept—often at the rate of 300 to 350 a week.

The mines in these fields, which cost a total of some £25,000,000, are being cut and sunk, for they have small value as scrap. The TNT with which they are filled would be worth little more than a shilling a pound and would not repay the cost and labour of the salvage. Besides the 11 flotillas at present engaged, 22 special minesweepers have been built to operate in shallow waters, and since sweeping will be restricted during the winter months the main effort will not be made till next summer. In minesweeping operations both in home and foreign waters, 1,350 sweepers, manned by 50,000 officers and men, are employed. Of the personnel 90 per cent are temporary wartime reserve.

Instruments Still on Secret List

A word or two about the actual operation of sweeping. When an area known to be mined is swept, the sweepers adopt an echelon formation (see diagram in opposite page), so that only the leading ship, that of the Senior Officer, enters unswept waters. The others follow, each leaving a safety overlap, so that the ship herself is in water already swept by the ship ahead. Last of all comes the "danner," laying dan-buoys to mark the area. When one length has been completed, the flotilla turns and repeats the sweep in the opposite direction, the process continuing until the whole area has been cleared. The British Navy has without doubt the finest fleet of minesweepers in the world. These craft are not converted trawlers; they are vessels fitted with numerous still-secret instruments able to cope with the varied assortment of sea-mines thrown into the sea-lanes by German aircraft, U-boats and E-boats.

Much progress has been made in cleaning up the North Sea and English Channel. It is in the southern waters of the North Sea that our minesweeping patrols are encountering the most trouble, for here German mine-laying aircraft, spotted by British patrols, often jettisoned their mines and swooped towards the nearest Luftwaffe base.

As regards drifting mines sighted in the English Channel, Irish Sea, Eastern Atlantic, and Denmark straits, an Admiralty statement issued on September 27, 1945, pointed out that these are British mines which are designed to become automatically harmless on breaking from their moorings. The risk to shipping of damage from drifting mines in these areas is, therefore, very small.

In home waters, incidentally, one of the most intensive (and expensive) minesweeping operations of the war was carried out in the Firth of Clyde—over an area of 1,000 square miles—in a quest for moored magnetic mines laid by the U-boat 218 on April 18, 1945. At the end of July, three out of 15 mines were still unaccounted for, despite an intensive search made by 26 minesweepers with the co-operation of the U-boat's commander.

AFTER the German surrender, full information about all minefields sown around the British Isles during the war was given to the Admiralty by German naval experts. The Germans stated that some of their latest mines could neither be swept nor recovered without exploding when moved. But British naval divers, searching the bottom of Bremen harbour in pitch darkness, working by a sense of touch alone, removed the firing mechanisms from three of them. Elsewhere, at sea, there was at first some difficulty because German sweeps are designed to surface only British mines, while our sweeps work the other way round. Modifications were made and the difficulty overcome.

One of the most thickly-mined areas in the world is the Kattegat and here British and German minesweepers, sweeping together, are clearing their respective mines from this vital stretch of water separating Denmark and Sweden. One minefield alone hereabouts—between the Skae and Swedish waters—is some 250 square miles in area. As a start, safe channels about 1,300 miles long are being cleared. Gradually these will be widened to three miles, and, as every channel has to be swept between ten and twenty times, the minesweepers engaged will have to steam approximately a quarter of a million miles. After that there will still be check sweeps to cover the whole area. In this work some 160 German minesweepers with personnel numbering over 5,000, are co-operating with a British force. They fly no ensign and receive their orders from the British Naval Mission in Copenhagen.

Although negotiations are now in progress to make minesweeping an international obligation on all maritime nations, the clearance of north-west Europe's ports fell exclusively to British minesweepers. They began their task shortly after D-Day at Cherbourg, which had been used as a dumping ground for every type of German mine. During September 1944 approaches to the River Seine, Le Havre, Calais, Dieppe and Boulogne were swept, frequently under fire from heavy coastal batteries.

Under Guns of Shore Batteries

With the capture of Antwerp on September 4, the centre of interest moved up to the Nore Command, where sweepers had already begun the task of running a channel across the southern North Sea from the South Falls to the entrance of the Scheldt. The Scheldt was forced by British minesweepers on November 2 and 3, under the noses of shore batteries; by November 26 the narrow unbuoyed waters were declared open. Nine days later the first sizable convoy of 19 big ships berthed at Antwerp (see p. 521, Vol. 8). The arduous clearance of the docks in Antwerp itself took from October 16 to December 4, under heavy bombardment by V1s and V2s.

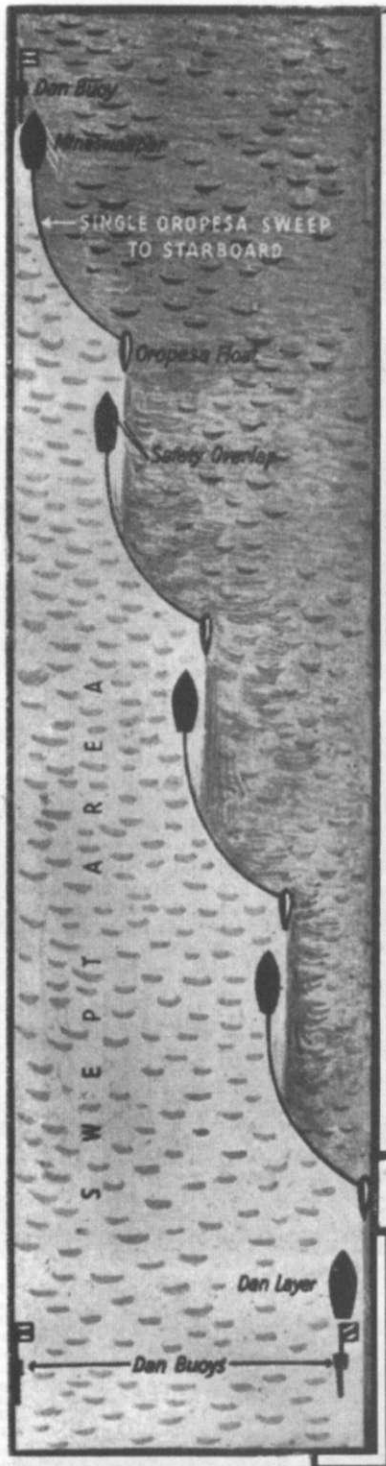
IN Italy, U.S. naval blimps (airships) are co-operating with Royal Navy minesweepers in clearing enemy minefields in the northern Adriatic and the Gulf of Genoa. In the blimp is a British naval officer who acts as aerial mine-spotter to the minesweeping Commander. The blimps carry out reconnaissance flights and plot on the charts any mines they detect, besides dropping smoke floats above the target.

In the Far East the task of our minesweeping flotillas is far from enviable. A Senior Naval Officer, speaking at Singapore at the end of September 1945, declared that the seas of the East Indies will not be entirely safe for shipping for many years. Minesweepers of the British East Indies Fleet are opening up areas from Java to Indo-China so that a sea passage will be available for supplies and the evacuation of liberated prisoners. Known safe channels are being permanently buoyed.

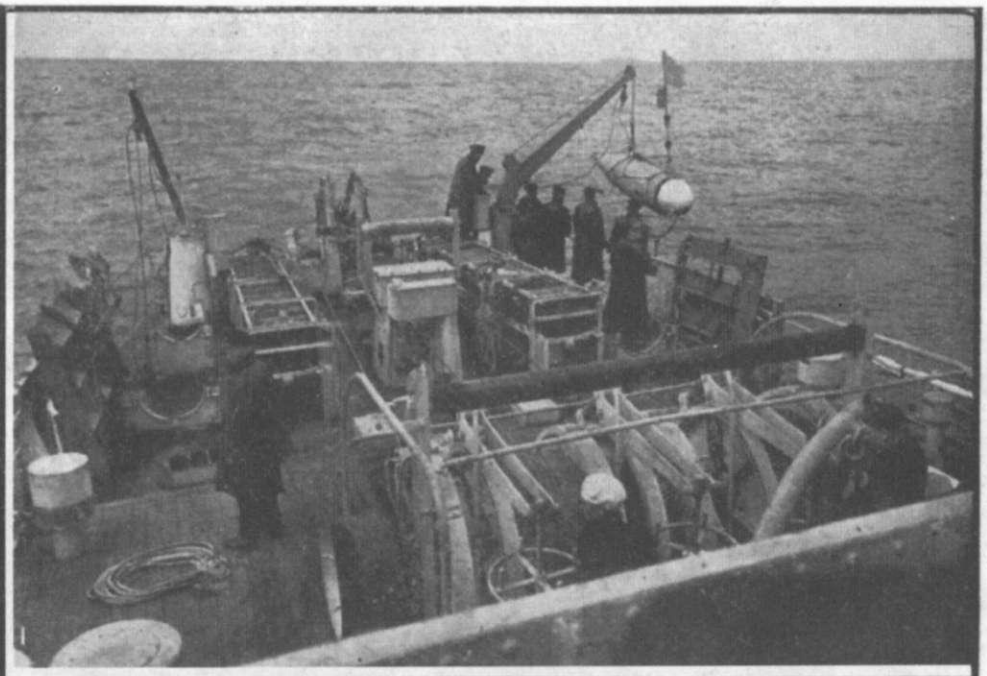
In Malaya a passage has already been cleared from Port Swettenham to Singapore—a distance of 210 miles. Here as elsewhere, the sweepers' task has been complicated by the fact that the Japanese minefields appear to have been laid a long time ago, and that many mines have obviously parted from their moorings and drifted away.

WHEN EXPLODING MINES WITH HAND GRENADES, the latter are discharged from the side of the minesweeper. Preparing for action, a seaman (left) primes his Mills grenade which is projected through the horizontal tube (right); the heavy armour-plated guard attached to the taffrail provides protection should a grenade explode prematurely: a possibility by no means remote. These photographs were taken during clearance of the defensive mine-barrier laid round our East Coast from northernmost Scotland to the Thames Estuary. *Photos, Associated Press*

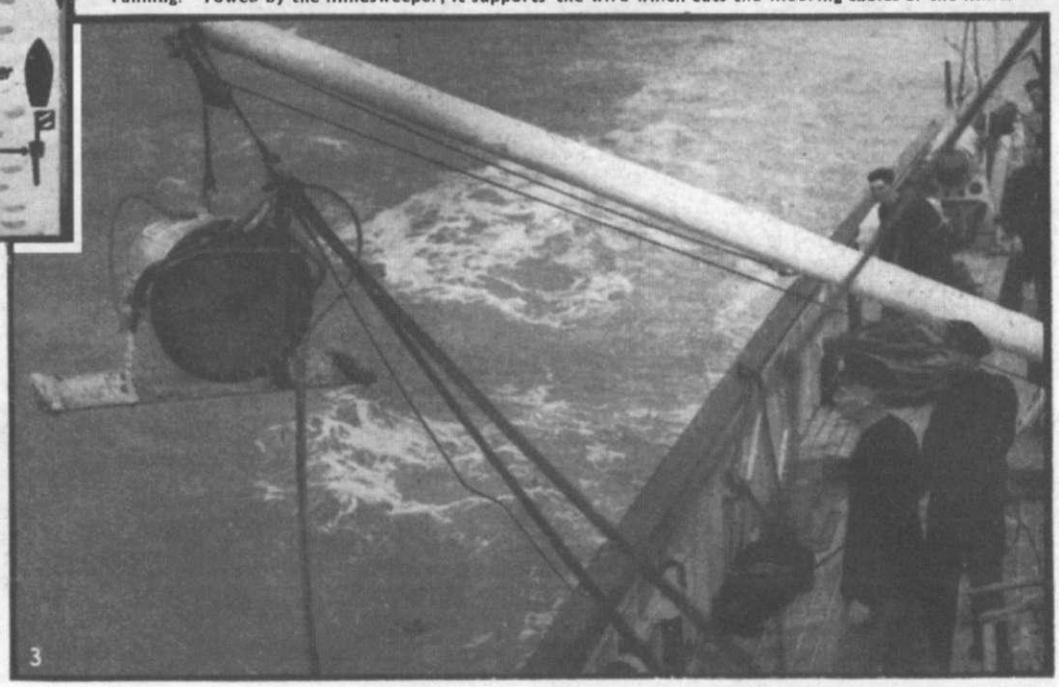
—Ridding the Troubled Seas of Hidden Death



SWEEP IN PROGRESS, illustrated diagrammatically above, showing a single Oropesa sweep to starboard, the vessels sailing in echelon formation. In the wake of the last float is the "danner," which lays dan-buoys to mark the area swept and thus opened to navigation (see page 385). The Oropesa is named after the minesweeper by which it was first tried out, in 1918. Released mines can be exploded or sunk by rifle-fire.



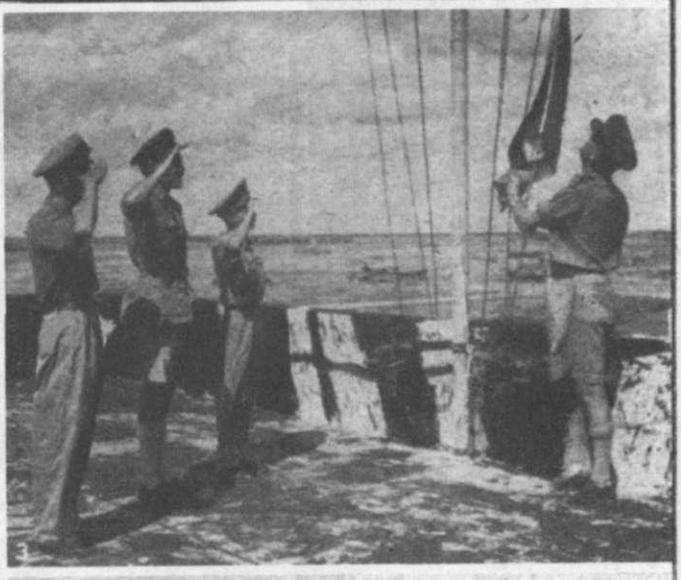
LOWERING THE OROPESA FLOAT from a Fleet minesweeper (1) during a double sweep in a German-laid minefield off our East Coast. In the water (2) it is being checked to ensure its correct running. Towed by the minesweeper, it supports the wire which cuts the mooring cables of the mines.



ACOUSTIC HAMMER being lowered (3) over the side. Highly sensitive, this mechanism is towed below the minesweeper; by means of sound vibrations set up within the hammer, acoustic mines are exploded at a safe distance.

Photos, Associated Press, Diagram, British Official

How the Captives Fared in Sumatra and Siam

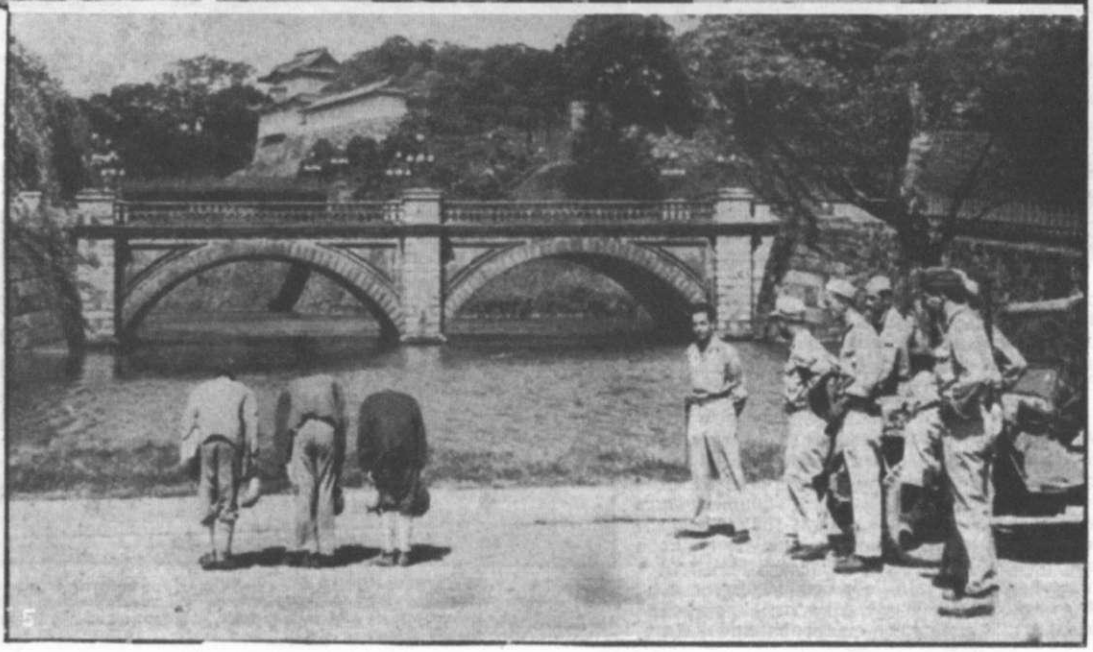


REPATRIATION from South-East Asia began on August 18, 1945. It was organized by R.A.P.W.I. (Recovery of Allied Prisoners of War and Internees), which by October 10 had evacuated over 3,500 Allied nationals from Sumatra and 18,500 from Siam. At Pakan Baroe, Sumatra, British and Australian troops were found in primitive buildings (1), more than 150 to each shack. After liberation they strolled in the compound (2).

At Bangkok, Siam's capital (occupied September 12), the R.A.F. ensign was flown from the airfield control-tower (3) and saluted by (among others) two subalterns of the Siamese Air Force (in slacks) who assisted R.A.F. Transport Command in the evacuation. Here also Allied ex-P.O.W.—some on crutches—waited their turn to embark in transport planes for Rangoon.

Photos, British Official, Sport & General

Tokyo Settles Down Under Allied Occupation



AT YOKOSUKA, famous naval base in Tokyo Bay, 25 miles distant from the capital, ratings from H.M. Australian destroyers Napier and Nizam, attached to the British Landing Forces, performed guard duties: the Changing of the Guard ceremony (1). Note the Shinto shrine in the background. Tokyo woman (2) solved the problem of what to do with baby when mother goes to work—by strapping it to her back as she cleaned windows at the Azubi barracks taken over by U.S. units.

Taking no chances, American troops searched everyone they met in Tokyo streets—even two British nuns just released from internment (3). Common sight in Japan's capital, following the surrender, were hordes of downcast soldiers awaiting demobilization orders (4). Outside Hirohito's palace, subjects of the Emperor (who visited General MacArthur at the latter's H.Q. on Sept. 27) bowed in homage (5). Many Japanese are reported to have committed hara-kiri here.

Photos, Associated Press, Fox, Sport & General, L.N.A.

Now It Can Be Told!

MAN-MADE ISLANDS AND FLOATING BRIDGES

BRITISH scientists have found a way of increasing the natural surface tension of water, making it technically possible to build a mid-Atlantic aerodrome or a floating cross-channel bridge, it was disclosed by the Admiralty in September 1945. This latest discovery in engineering-on-water began when an inventor's brain-wave sent him motor-cycling at 50 m.p.h. along a tarpaulin stretched over a river ford. The new discovery has been sponsored and developed by the Royal Navy, and brings dramatic dreams within the realms of actuality.

Ordinary tension will support a needle on the water's surface. By putting a flexible synthetic surface on the sea, and by increasing the tension about 400,000 times, it has been found possible to support heavy lorries and aircraft in mid-ocean. One practical result of the discovery is the production of man-made "islands"—composed of hundreds of hexagonal buoyancy cans—"islands" which can be built to any shape or length required, and which can be easily dismantled, transported and reassembled. Another, which has already stood up to the severe practical tests of war, is the "Swiss roll," a floating pier that can be rolled up, carried on board ship and later rolled out again from ship to shore. This pier is nearly twenty times as light as a Bailey bridge of equal length, yet it will carry a nine-ton lorry.

INVENTOR of these new devices is Mr. R. M. Hamilton, of Victoria Street, London, who served at the beginning of war as a Petty Officer in the Royal Naval Patrol Service. He is an inventor by profession. Co-operating on the involved mathematical calculations required was Mr. J. S. Herbert, Housemaster at Eton College. "Further developments from the original discovery are being made," Mr. Hamilton said, "but for a time their nature must remain secret."

It was in 1944 that the first practical result was employed—the "Swiss Roll" pier, used in the Normandy invasion. In this flexible canvas-and-wood jetty, a tension of 18 to 30 tons is applied to any length stretching from ship to beach and the result is that a laden lorry can be driven ashore in safety over the sea. Some 2,700 feet of "Swiss Roll" were in continual use at the invasion harbour at Arromanches in spite of the appalling weather that, unluckily, was encountered there.

The Navy's latest experiments, only recently concluded, have been with a further development of the same fundamental principle, the "Lily" floating airstrip. Given its name because of its resemblance to a carpet of lily leaves on a pond, "Lily" is a very different proposition to "Swiss Roll." It consists of numbers of buoyancy cans with hexagonal surfaces, so linked together that they "give" in a controlled manner to the motion of the sea from any direction, yet remain sufficiently rigid to take the weight of a heavy aircraft. Whereas in "Swiss Roll" tension is applied externally, "Lily's" hexagonal surfaces, when linked together, create their own tension.

The Navy's experimental airstrip is the smallest on which practical tests could be undertaken, 520 ft. long and 60 ft. across. On this an aircraft, laden to 9,000 pounds, has been landed and has taken off again A strip of this size can be assembled by 40 men in one hour. At present the cans are only six feet across and 30 inches deep, but their size could be scaled-up to take greatly increased weight.

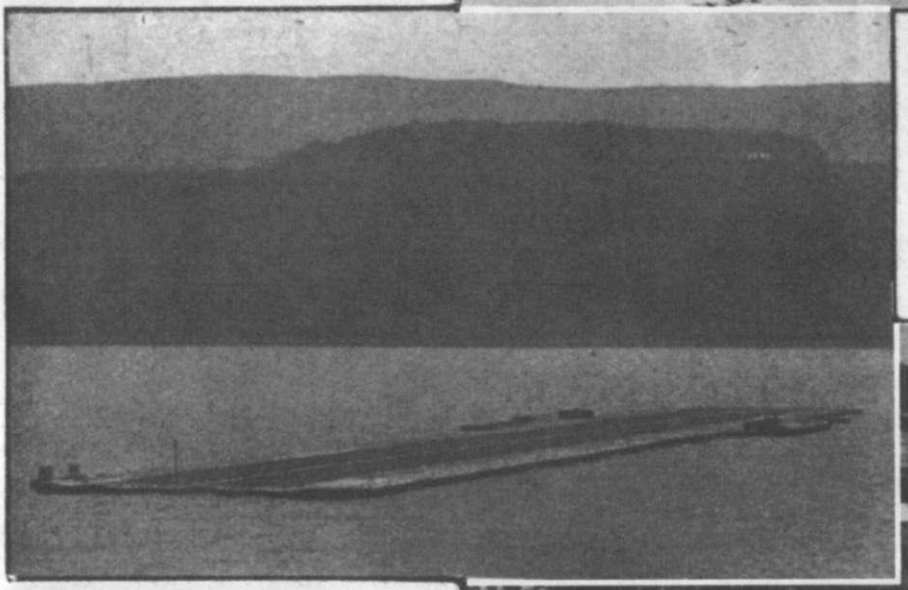
The whole surface of "Lily" is flexible so that it will not break up, but this flexibility is controlled by the use of underwater dampers

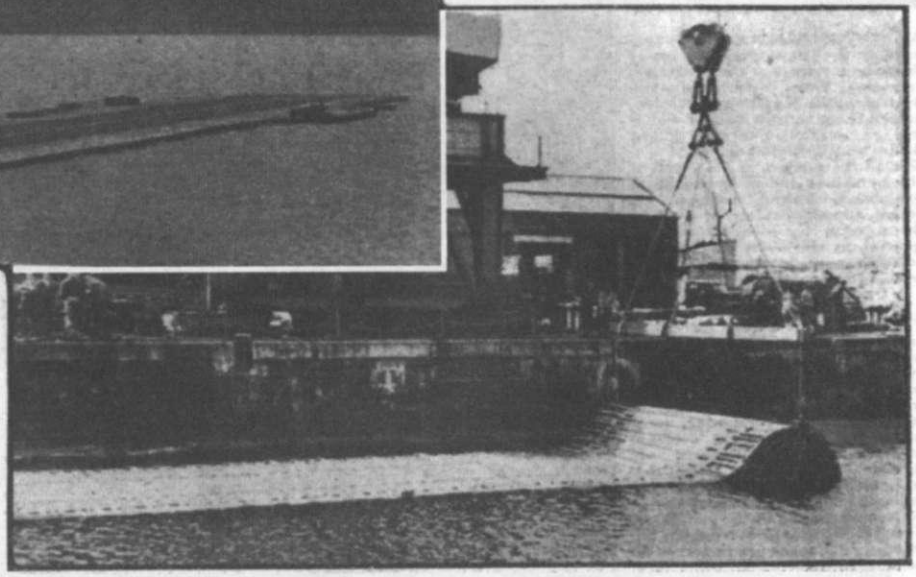
"With Straws in Your Hair"

The inventor claims that with the latest dampers more than three tons pressure is required to move the surface at all, and that "Lily" will remain flat in waves up to 36 ft. from crest to crest. The dream of Atlantic aerodromes has hitherto been unattainable because it has not been possible to build large enough stormproof flat-surface structures. Modern transport aircraft would need a carrier or a strip twice the length of the Queen Elizabeth, largest ship in the world. Such a floating structure has hitherto been impractical. The Navy's new "seadrome" can be transported in ships and assembled anywhere. With the present size buoyancy can, a "Lily" 2,500 feet long, could be transported in three merchant ships.

"Lily's" possibilities for bridge-building are underlined by those responsible for its development. "To mention a cross-Channel bridge immediately places you with straws in your hair," said Mr. Herbert, the mathematician, "but we can say that it would be possible to build a floating bridge 22 miles long that would not break up in a sea."

LANDING ON "LILY," the novel floating airstrip described here, a Swordfish torpedo-bomber of the Naval Air Arm has neatly touched down. *Photo, British Official*





UNROLLING THE "SWISS ROLL," the floating roadway or pier which was used so successfully at Arromanches during the landings on the Normandy beaches. Testing "Lily," the floating airstrip, in the Scottish loch of Lamlash (left), a photograph taken during the original experiments with this remarkable British invention. *Photos, British Official*

SINGAPORE RE-OCCUPATION PLANNED IN 1942

PLANS for the restoration of Singapore Naval Base, begun immediately after the surrender in February 1942 (see page 514, Vol. 5), were by September 1945 being put into operation by the Royal Navy. For over three years a secret planning staff in the Admiralty prepared rehabilitation details for the inevitable return, working out an administration blue print and the material support requirements for Rear-Admiral John Anthony Vere Morse, C.B., C.B.E., D.S.O., secretly appointed to restore, when the time came, the Naval Base (see story in page 666, Vol. 8).

Floating docks up to 50,000 tons in size were built months ago in India, ready for towing to Malaya to supplement port facilities. In case the monster King George V dry dock at Singapore, one of the world's largest, had been damaged, a complete spare caisson was put under construction.

14th ARMY'S 20 TONS OF MAIL A DAY

SIXTY field post-offices, served from special forward airstrips, daily delivered 500,000 letters and parcels, weighing 20 tons, to 14th Army troops in Burma. When the great push south began army post-offices had to revise their methods of distribution. All 14th Army mail was sent to Imphal, where it was loaded into Dakotas and carried to forward airstrips. There, field post-office representatives took delivery and handed back mail for the United Kingdom.

Whenever units because of their remote positions were unable to collect their mail from these forward airstrips it was packed in special containers and dropped to them by other aircraft. Sometimes, in the monsoon, airstrips became unserviceable. The army post then employed mules and porters to carry it along hill tracks and through jungle; small boats sailed up chaungs with it. Many of the casualties, among troops who were being evacuated by light aircraft, came out carrying a mailbag on their knees. The army post managed to maintain almost a day-to-day service from Imphal to Rangoon. Letters from the troops went daily to all parts of the world, and letters from remote English villages were delivered to forward troops in the jungle in six days.

A "Mormonster" (mobile naval radio station), complete with office equipment and a power supply, manned by more than 100 ratings and ready to land within 24 hours of occupation, was prepared.

Oil fuel tanks with floating pipelines through which tankers could discharge off-shore were also designed, and water-purification plants constructed in readiness. To maintain landing craft, a self-contained Mobile Landing Craft Defence Base, complete with every facility, including laundry, canteen, and cinema, was built up in India.

Mobile Naval Air Bases were planned, and cranes and dockyard machinery, tools, locomotives and repair stores ordered. Huts to accommodate personnel were shipped to India for the day when Singapore surrendered again. Even a mobile bakery and refrigerators for N.A.A.F.I. canteens were ordered. To provide electricity, should shore power installations be destroyed, two frigates were fitted in the U.K. as floating power stations. More than 500 special repair ratings and a battalion of Royal Marine Engineers were sent to the East Indies Station, ready to move in and restore port facilities as soon as Singapore was freed.

All rehabilitation plans were eventually co-ordinated by a specially created Admiralty Committee known as "Sefar"—Singapore Extemporized Facilities After Recapture—which acts as a liaison with requirements in Singapore. When the surrender of Singapore took place on September 4, 1945, Rear-Admiral J. A. V. Morse—now Flag Officer, Malaya—and his staff of experts in port restoration were ready to enter the city the following day (see illus. page 357).

THE NIGHT THAT LONDON'S TOWER WAS BOMBED

HITLER made the night of April 16, 1941, the most memorable in the history of the Tower of London "ceremony of the keys." Nothing has ever been permitted to stop this pageant which, since the days of the Tudors, has marched like a ghost through the centuries.

Throughout the war the ceremony of locking the gates went on night after night, sometimes with bombs falling and fires all round. "Only a direct hit would have stopped the locking of those gates," said Chief Warder Arthur Cook, Military Medallist of the First Great War, on September 4, 1945. It nearly happened on that April night.

The war had shorn the ceremony of most of its traditional colour. The escort of Guardsmen were not wearing scarlet uniforms and bearskins, but khaki and steel helmets. The chief warders and the watchman wore scarlet coats, but in place of their customary Tudor hats they had steel helmets.

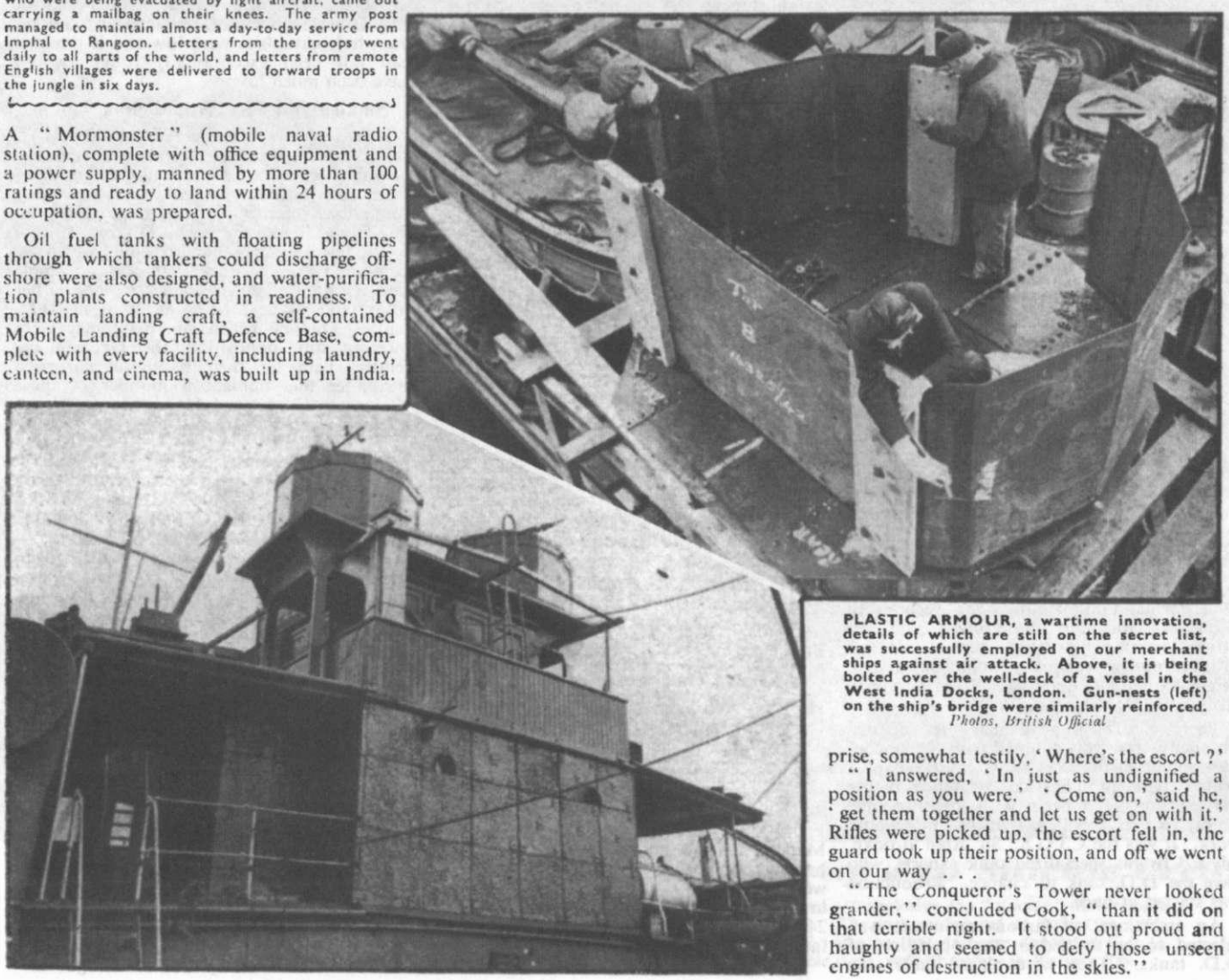
The Alert sounded at 9.3 p.m. The raid was one of the worst up to then. At 9.53 the chief warder (the late Mr. A. Smoker) left the Byward Tower to join the escort waiting near the Traitors' Gate. Punctually to the second the little parade moved off.

"As the escort approached the Byward Tower, I, as watchman for the night, joined the party," said Chief Warder Cook. "When we were midway between the Byward and Middle Tower arches I heard an aircraft diving before releasing its bombs. The Guards went stolidly on.

"The guard had just presented arms to the keys when there was a crash. Something red-hot flashed straight through the escort, struck the ground in front, sending up sparks, and disappeared. Next moment we were all sprawling on the ground. I was bowled head over heels into the doorway of the Middle Tower. I got up and helped the Chief Warder to his feet. He said, to my surprise, somewhat testily, 'Where's the escort?'

"I answered, 'In just as undignified a position as you were.' 'Come on,' said he, 'get them together and let us get on with it.' Rifles were picked up, the escort fell in, the guard took up their position, and off we went on our way . . .

"The Conqueror's Tower never looked grander," concluded Cook, "than it did on that terrible night. It stood out proud and haughty and seemed to defy those unseen engines of destruction in the skies."



PLASTIC ARMOUR, a wartime innovation, details of which are still on the secret list, was successfully employed on our merchant ships against air attack. Above, it is being bolted over the well-deck of a vessel in the West India Docks, London. Gun-nests (left) on the ship's bridge were similarly reinforced.
Photos, British Official

Our Swimming Tanks Took Them by Surprise!

Only now can the story be told of the part played on D-Day, and subsequently, by the D.D. Tanks and those who crewed them. The utmost secrecy was preserved as to their existence; production was carried on behind sealed doors, trials and training were screened from public gaze. But all these elaborate precautions brought a rich reward. See also illus. pages 400–401.

WITH the full telling of the story of D-Day has been released one of the most astonishing exploits of the war—the invention of the Swimming Tank and the part it played in what at one moment seemed the most hazardous crisis in the history of warfare.

For many years scientists of all nations have striven to produce an amphibious tank. The Germans tried submersibility and when the war ended were within a few months of producing a method by which Tiger tanks could crawl along the bed of a river with air supplied to the crew and engine by long pipes. Other countries tried attaching pontoons to the sides of tanks to make them float. A variety of more fantastic and less practical methods was tried out but none with great success.

The Duplex-Drive tank was officially born in 1941 when Mr. Nicholas Straussler, the inventor, was given War Office authority to experiment with a light tank. The principle of flotation employed by him was remarkably

Maj-Gen. SIR PERCY C. S. HOBART, K.B.E., C.B., D.S.O., 59-year-old tank pioneer. Though retired from the Army, he was recalled by Field-Marshal Montgomery to train special troops needed for the D.D. tanks.
Photo, British Official

simple. It consisted of a collapsible canvas screen fitted to the hull of a tank and raised or lowered at will. When erected, the screen completely surrounded that part of the tank above the tracks and, based on the principle of displacement, enabled the tank to float. At the touch of a lever the screen collapsed to lie like a skirt about the hull. Power came from a propeller at the rear turned by the main driving shaft.

STRAUSSLER'S tank had two main advantages over previous amphibious inventions. It was easy to operate and could go into action as a normal tank within a few seconds of its tracks touching dry ground and the driver lowering his canvas screen. It was extraordinarily seaworthy and, contrary to original opinions, quite capable of surviving all but the highest seas.

There is always a tendency to distrust simplicity, and this, coupled with the unconventionality of the D.D. tank, caused many a heated argument in Service conferences before the invasion. To begin with, many people simply refused to believe that the thing would work. It was the C.I.G.S., Sir Alan Brooke, advised by his specialized tank experts, who gave the D.D. tank its chance. Production was started at once.

An assortment of famous regiments was selected to be trained in the operation of D.D. tanks. They were placed under the command of Maj.-Gen. Sir Percy Hobart, commander of the 79th Armoured Division in which was centralized the control and development of specialized armour and trainees in the British Army.

Monsters Moving Along Under Water

A mixed British and Canadian team of instructors was assembled and set to work in different parts of the country. Two lakes were requisitioned, which proved extremely inconvenient to the adjacent landowners, who by their co-operation made a valuable contribution to the war effort. In these lakes the preliminary training of crews was completed. Here, under the patient eyes of experienced instructors, men acquired confidence in these floating chariots. They learned that when the tank hatches were closed and they were moving along under water with only a canvas screen to save them from sinking, this apparently slender protection did indeed keep them safe and very few accidents occurred. It is a striking compliment to the instructional staff as well as to the tank itself that in more than 30,000 individual tank launches both in smooth lake water and in open seas, in good climatic conditions and in bad Channel weather, only one fatal casualty occurred during training.

A very real life-saver was the Davis Escape Apparatus used by submarine crews and specially modified by the Royal Naval Diving Establishment. A special cistern was built in which old tank hulls were sunk and every crew taught how to escape to the surface from a submerged closed-down tank. Statistics have shown furthermore that this apparatus saved many lives on the ever-memorable June 6, 1944.

AS training progressed great strides were made in technical and tactical development. During the spring of 1944, in Scottish waters as well as in the Solent, training of crews was completed on the recently produced D.D. Sherman. They learned to navigate landwards from 10,000 yards out at sea, for it was planned to launch the tanks from landing craft sufficiently far from shore to prevent observation. This would eliminate the vulnerable moment of disembarkation when tanks and craft are almost stationary and present a perfect target to coastal guns.

The greatest secrecy had been maintained throughout as to the very existence of these tanks. Production had been behind locked doors, and trials and training in areas screened from the public gaze. The words "D.D. tanks" themselves were a code name and used with the greatest care during the months of planning.

Movement to the marshalling areas went on throughout April and May 1944, and by the end of that month the assaulting troops were all in their respective camps. Five British regiments drove their D.D. tanks on to landing craft ready to sail for France. These were 4/7th Dragoon Guards, 13/18th Hussars, Nottinghamshire Yeomanry, 1st Canadian Hussars, and the Fort Garry Horse. Three U.S. battalions had also been trained and were embarked in the West Country.

On the evening of June 5, the Combined Service Commanders, Admiral Ramsay, F.-M. (then General) Montgomery and Air Marshal Leigh-Mallory made what was probably the gravest decision of the war. The weather report was bad, verging on the impossible. It had already caused a delay of 24 hours; further postponement might be fatal. Despite the possibility that seas might

AMERICAN VERSION, after landing, with its canvas "walls" lowered. How this type of amphibious tank assisted in D-Day landings is told here. *Photo, Associated Press*

be too high for D.D. tanks and the lighter types of landing craft, the decision was made to invade the following day.

In the event, the D.D. tanks and their crews fully justified the confidence placed in them. One regiment, the 13/18th Hussars, launching their tanks some 5,000 yards from the shore, brought in 33 out of their total of 40. Other regiments fared less well but on the whole casualties were low and if the seas had not been exceptionally rough, would have been much lower.

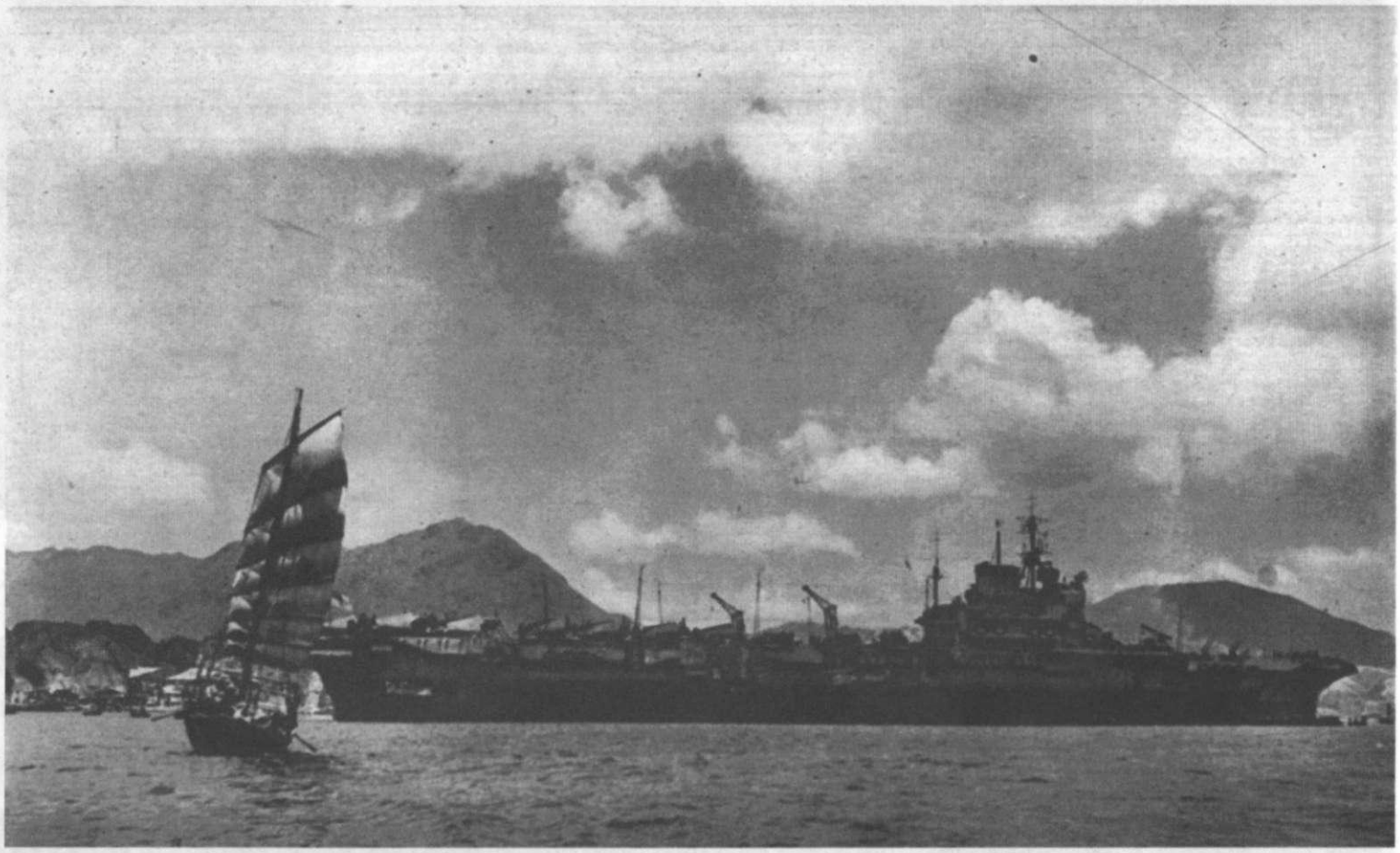
Small Arms Fire Would Sink Them

It had always been hoped that the D.D. device had been kept secret and that the Germans would take the tanks for nothing more than a fleet of small boats, probably containing infantry. Everything points to this having happened. The D.D. tank is of course very vulnerable to fire, which if accurate will sink it. There was no single case reported of much small arms fire, either from land or sea, being directed at D.D. tanks. On one beach where infantry were meeting stiff opposition the German defenders held up their hands in surprised surrender the moment a number of these "monsters" emerged from the sea, shook off their skirts and opened fire.

SO it came about that the D.D. tanks together with other special assault devices landed on D-Day broke-through Hitler's concrete coast defences and opened the way for penetration deep into Normandy.

Field-Marshal Montgomery had broken the accepted principle of Combined Operations by landing tanks in the van of his army. We know now how right was his decision and how well placed the confidence that he and other senior officers had in the special tanks.

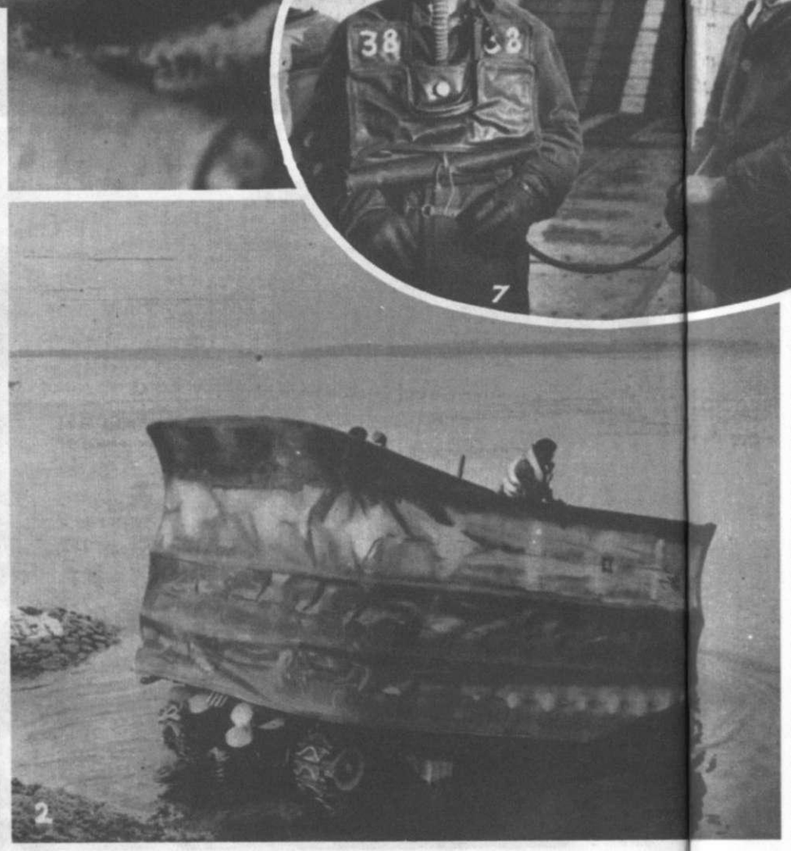
Two more regiments were later trained in operating D.D. tanks. These were the Staffordshire Yeomanry, who took part in the assault on South Beveland in October 1944, and the 44th Bn. Royal Tank Regiment who, together with the Staffordshire Yeomanry, operated in the Rhine crossing. The last use of D.D. tanks in Germany was when a squadron of the Staffordshire Yeomanry successfully stormed the River Elbe on April 29, 1945. But their use has not been restricted to North-West Europe. In the final operations in Italy they were used with success, manned by the 7th Hussars, and but for the collapse of Japan would have been used in the Far East by the 25th Dragoons.

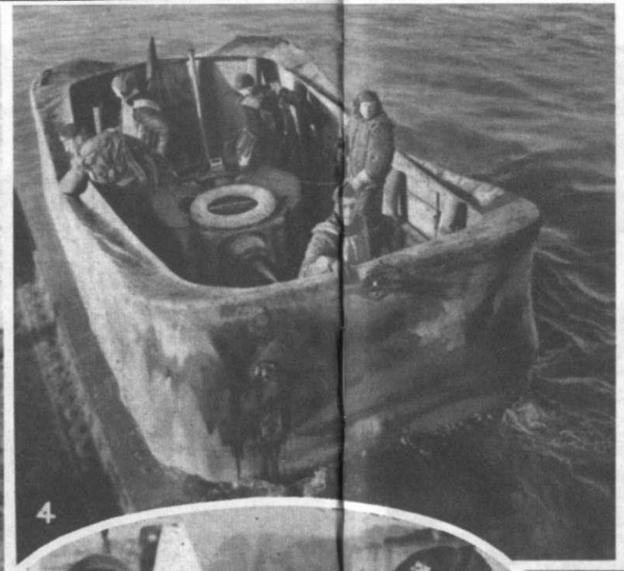


Photos, British Official

Navy at Hongkong Rounds-up Jap Suicide Crews

H.M. Destroyers Whirlwind and Quadrant braved unswept minefields and found 150 explosive Jap "suicide" motor-boats at their base in Picnic Bay, where the captured crews were assembled (bottom). The port was entered on August 30, 1945, by a British Naval force under Rear-Admiral C. H. J. Harcourt, C.B., C.B.E., who on that date was appointed C.-in-C. Hongkong. His flagship, the 30,000-ton aircraft carrier H.M.S. Indomitable (top), rode at anchor in Victoria Bay.





These Floating Chariots Meant Doom to Germany—

The astonishing story of Britain's secret amphibious tanks is told in page 398. Here they are seen afloat and ashore. On the banks of the Rhine (1) Shermans are inflated from huge bottles of compressed air; completely surrounded by its canvas screen, a tank glides into the river (2), to be driven across by its twin propellers. Stores and ammunition were towed on a floating sledge (3). A Valentine leaves the ramp of a L.C.T. and enters the sea 3,000 yards from shore (4).

Photos, British Official, Associated Press

—As They Carried Assault Troops Deep into Europe

During the final operations in Italy, a Sherman crosses the River Adige (5). With collapsible screens down (6), at Lauenburg, after swimming the Elbe; the twin propellers have been raised to avoid contact with the ground. Driver Barrett, Canadian Armoured Corps (7), having his escape apparatus adjusted by an instructor before driving into the sea for a practice swim. Only one fatal casualty occurred during training, in more than 30,000 individual tank launches in all weathers.

Tokyo As It Is and As It Was

Amidst wide areas of rubble only a few modern steel structures remain intact in the industrial section of the Japanese capital, along the Sumida River (above). At the left is part of the same district of Tokyo before the Allied raids. The city's first bombing was an attack on April 18, 1942, by Mitchell bombers from the U.S. aircraft carrier Hornet, led by General Doolittle (see pages 154–155, Vol. 7). Heavy incendiary and high-explosive raids by Super-Fortresses began on November 24, 1944, rising in fury in the spring and summer of 1945. In the later stages it was increased by British and U.S. carrier-borne aircraft, continuing until the Japanese capitulation on August 14.

Photos, Keystone, Sport & General

The Fateful Road to Rome

By
HAMILTON FYFE

WHEN you have toothache there are periods when the pain is acute, almost unbearable; at other times you suffer just a dull, grumbling discomfort. So it is in war. While the Germans overran France, Belgium, and Holland, our ordeal was severe, and it was scarcely less so when our expeditions to Greece and Crete failed so lamentably. During the winter of 1943-44 we were afflicted by disappointment about progress in Italy which became a constant nagging ache.

What was the cause of this? Why did we miss what Mr. Christopher Buckley in his book, Road to Rome (Hodder and Stoughton, 12s. 6d.), calls the "great opportunity" created by our swift success in Sicily, our landings in Italy, and the collapse of Italian resistance? Why in the "race for positions," the winning of which promised "immense advantages to whichever side should be quickest to seize them," were the enemy allowed to forestall us, "to take the initiative almost everywhere," and garrison with their own troops the regions formerly controlled by Italian soldiers?

To answer these queries fully is not yet possible. "One cannot know," Mr. Buckley says, "all the circumstances which resulted in the bright promise of the spring and summer being dissipated in the winter shambles around Ortona and Cassino." But one thing is "abundantly clear." We had not enough men for the job. We made the same mistake which Lloyd George denounced so bitterly in 1917 when he delivered his "too little and too late" oration. So "when the hour of opportunity struck, the British and Americans did not possess the necessary forces with which to exploit it."

Kept Short of Men, Ships and Guns

For this "grave strategic error," Mr. Buckley, who followed the campaign as a war reporter, declines to blame Mr. Churchill. He was forced by the pressure of his Allies to "whittle away the original grand conception of Mediterranean victory. Left to himself, he would have followed up our initial successes of the spring and summer with every man, ship and gun that was available." Instead, our commanders in Italy were kept short of men, ships and guns. The Quebec Conference had decided on the invasion of Europe through Normandy in June 1944, and the "build-up" for this was begun in autumn 1943. The consequence was, in Mr. Buckley's words, that on the Italian battlefields "too many died."

Fortunately we had enough aircraft to save the situation at Salerno, where the first landing nearly met disaster. So sure were the Germans of accomplishing another Dunkirk, by driving our troops into the sea, that they announced on their radio the start of evacuation by "demoralized" Americans. But Air Chief Marshal Tedder put everything he had into a determined effort to break up the German formations and smash the base from which they were attacking. This effort was completely successful; the danger at Salerno was over. We had a foothold in Italy, the invasion could go ahead. It had been touch-and-go, but we went.

THE other landing later on at Anzio was a failure. The idea was to put ashore a force that could raid Rome. But, instead of rushing the raiders towards the city as quickly as possible, Gen. Maitland Wilson waited to "consolidate," as military text-books advised, and prepared to meet a German counter-attack. The operation, declares Mr. Buckley, was muffed by "timidity, pusillanimity and excessive concentration upon safety-first principles." That is a heavy indictment. It is framed by a responsible man who is not only a prominent journalist but a student of war. "Routine had to be followed," he writes. Will the conduct of commanders who preferred routine to swift, imaginative action be inquired into?

The politicians also come in for censure in this connexion. The Anzio landing was a political move, Mr. Buckley asserts, and quotes Mr. Churchill's "burst of irritable candour" in the House of Commons when he told M.P.s: "We had to attack the Germans somewhere, unless we were to sit still and watch the Russians do all the fighting." Political moves are invariably disastrous in war. The soldiers will agree with Mr. Buckley that "there were more profitable places in southern Europe in which to fight the Germans than the Italian peninsula."

Feeble-Wit Gave in to Mussolini

I don't want to leave the impression that his book consists entirely of military criticism and accounts of operations. It is full also of information about Italy and the Italians, about the way the British soldier comported himself among them, about personalities of the hour. Mr. Buckley admired intensely Field-Marshal Montgomery's "crystal clarity and simplicity" in discussing military operations with war correspondents. His three governing principles he stated in this way:

> Never act until everything is ready.
> Never give any commander or any unit a task beyond their capacity.
> Never tolerate failure.

Of King Victor Emmanuel the book takes a poor view. By all accounts he is a feeble-wit who gave in to Mussolini, as weak men always give way to bullies. Why "influential elements in Britain" supported him, as they supported the Greek king, Mr. Buckley cannot understand. Nor can he quite fathom the reasons for the arrogance shown by some sections of the Italian people after their surrender. "They felt themselves absolved by a stroke of the pen from all responsibility for having made unprovoked war upon their neighbours," and at the same time they simply seemed to forget that they had for twenty years "passively accepted tyranny, culminating in eight years' raucous support of an aggressive and belligerent foreign policy." Italian soldiers gave themselves up grinning and glad to be prisoners of war. Those who were on the beaches when our troops landed offered to assist in unloading stores and appeared to expect a tip for their services.

> I do not suppose that in the history of the world there has ever been a case of an invading army being met by its opponents on the shores of their native land with a touching of caps and requests to "Carry your bag, sir?"

THERE were examples, however, of less accommodating disposition among the Italians, especially hotel-keepers. They had to be taught to behave reasonably, not to refuse rooms out of spite or greed, not to overcharge beyond a certain limit. Soldiers were robbed unmercifully by shopkeepers. In Naples especially prices soared to fantastic levels. The city was dead when our troops entered it. Scarcely a shop was open, and those which were had almost nothing to sell. But their windows soon began to be filled again, and they played an ingenious game. They kept back most of their wares until scarcity had created an eager demand for anything they had to sell. Then they added gradually to their exhibited stock and pushed up the prices.

Our Men Gave Away Their Rations

Neither the Americans nor our men bore them any resentment. They were just mad to buy something, anything, scent, stockings, wrist-watches, toys for their children, fruit and wine for themselves. The British soldiers often gave away their rations to hungry Italians. They were kindly and sympathetic in all human relations. But Mr. Buckley calls them "scientific rather than emotional" in their approach to what they must do in battle. They knew "the job had got to be cleaned up before we can go home." They felt no animosity, indulged in no heroics. "The enemy was merely 'Jerry' or 'the Ities,' regarded respectively with grudging admiration or more than half humorous contempt," and "this dispassionate quality in the British soldier was his strength." Like everyone else who has ever campaigned with them, Mr. Buckley considers our "other ranks" and those from the rest of the Commonwealth the salt of the earth.

About the officers, and in particular those of high rank, the author is less enthusiastic. He is sarcastic about our clumsiness in letting Mussolini be rescued from captivity. "The British showed their customary embarrassment when faced with the prospective custody of one of their national enemies." It seems to have been thought that the Duce did not any longer matter a hoot. That was a foolish miscalculation. When the Germans rescued him and planted him down in Northern Italy with a sham Government, Fascism acquired a fresh lease of life which prolonged the war in that theatre.

AN equal lack of imagination was shown when news of Mussolini's fall from power was radioed to the Italian people. Rumours had circulated, there was an atmosphere of expectancy. The British would give them the whole story. Well, the news bulletin began twenty minutes late. It maundered on about small engagements, and places put out of bounds, then it simply stated that Mussolini had resigned and Badoglio had succeeded him.

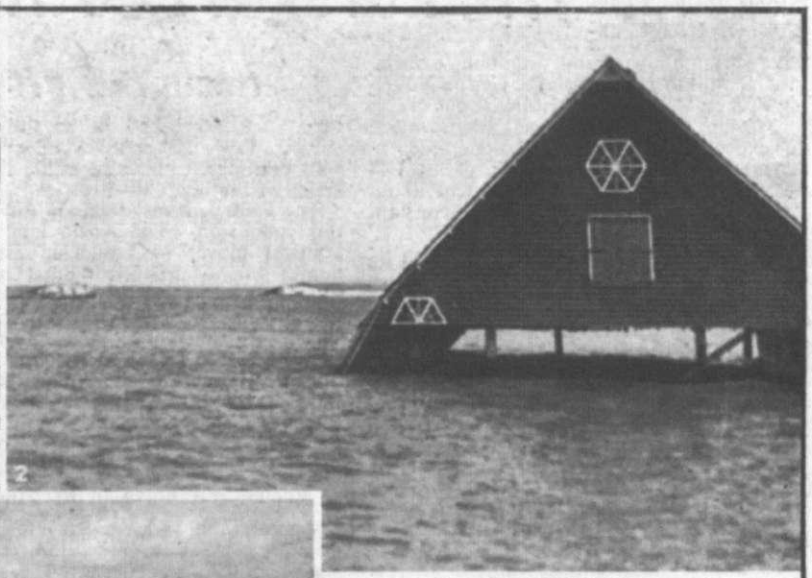
The people, listening intently, could have been worked up to a joyful sense of relief and hopefulness. As it was, they were flattened out. And the British officer responsible could not understand why Mr. Buckley attacked him so furiously. The value of "psychological warfare" had never been taught him, and the officer had not intelligence enough to discover it for himself.

ITALIAN WELCOME for 8th Army men entering Maida, Calabria, in September 1943, was emphasized by the display of British and U.S. flags, and greetings in English. An account of the campaign is reviewed here.

Photo, British Official

In the Low Countries Now War's Tumult is Over

1



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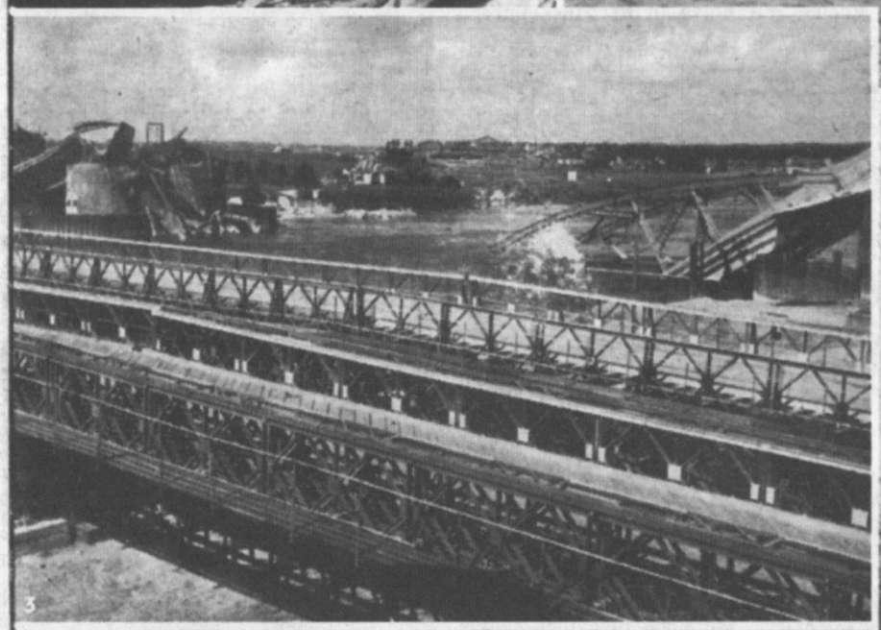


3

5

4

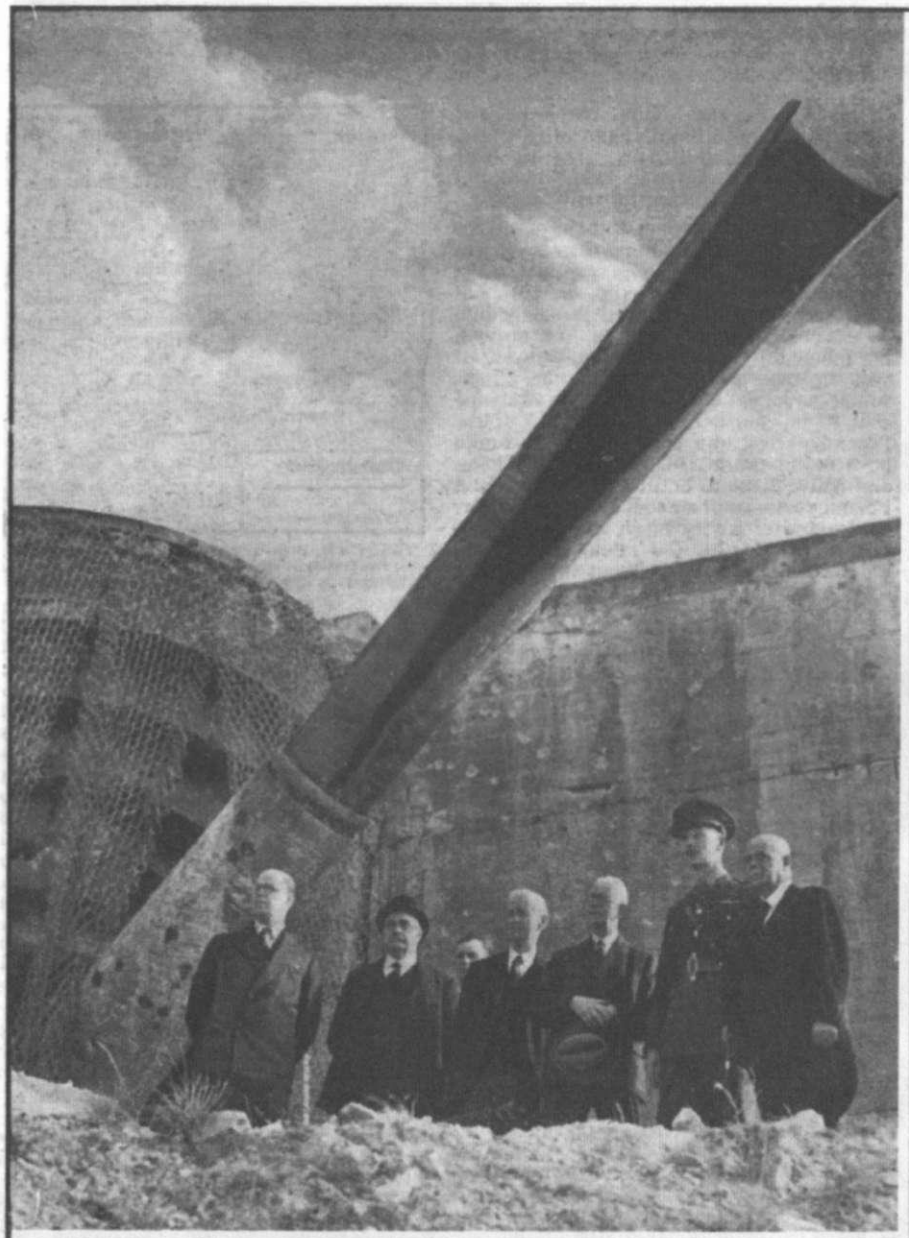
ONE OF FIFTY THOUSAND church bells looted by the Nazis from occupied countries for smelting and later found by the Allies at Hamburg (see page 148), this fine Dutch specimen (1) is being admired by a British soldier.

South of The Hague, German P.O.W., ordered to clear Nazi mines, blew up the dyke "by accident"—flooding vast areas (2). During the Canadian advance from Arnhem in April 1945, Royal Engineers and Canadian engineers built two temporary bridges (3) while under heavy fire; replacing the famous old bridge (background), these were named Simonds Bridge and Foulkes Bridge after Lt.-Gen. G. G. Simonds, commanding Canadian forces in Holland, and Lt.-Gen. C. Foulkes, 1st Canadian Corps.

German P.O.W. and Dutch collaborators (4) dug up the bodies of murdered patriots buried in the sand dunes. On the Dutch frontier was this reminder (5) for our forces.

Photos, British Official, Pictorial Press

Britain's Front-Line Mayors Keep a Calais Date



CELEBRATING THE FIRST ANNIVERSARY OF CALAIS' FREEDOM, the Mayors of Britain's "Front-Line" towns of Canterbury, Dover and Folkestone, on October 2, 1945, visited the French port whence German batteries had shelled our Southern coast. A Nazi gun they inspected (1) had its barrel split: right to left, Alderman F. C. Lefevre (Canterbury); a British officer acting as guide; Councillor W. J. Pudney (Dover); Alderman A. Castle (Folkestone). The party at the Town Hall (2), and at the British cemetery (3).

Photos, Associated Press

More Bones of Contention in Central Europe!

A problem-area of Europe long before the War, Teschen—rich coalmining district between Czechoslovakia and Poland—is claimed by both Poles and Czechs. The importance of the strategic town and duchy is explained, and the background story of the tug-of-war told, specially for "The War Illustrated," by HENRY BAERLEIN, recognized authority on Central European affairs.

A good deal was heard after the First Great War of Teschen, and most people heard of it then for the first time. But this ancient duchy of some 450 square miles had for centuries been an apple of discord between the Czechs and the Poles. Originally ruled by the Piast Princes of Poland, it came under Czech rule in 1292, and was finally united to the Bohemian Crown in 1335. In common with the rest of Bohemia and Moravia, this Silesian region came under the domination of Austria for three hundred years. During that time the racial struggle was between Czechs and Germans, for practically no Poles were to be found in the duchy before 1848.

After 1848 the population began to change. Polish priests and teachers coming from Galicia were supported by the Austrian authorities in their work of making Teschen to all intents Polish, for this was a good weapon against the Czechs. By the end of the 19th century the district had become highly industrialized; the mines, for instance, giving employment to large numbers of men who migrated from Galicia, and the struggle for supremacy between these Poles and the Czechs became intensified.

At the end of the war in 1918, both Poland and the liberated Czechoslovak State claimed Teschen. Strategically it is of great importance, forming as it does the eastern part of the Moravian Gap. It is also the watershed between two great river systems—those of the Polish Vistula and the Austrian Danube. It is a crossroads of railway routes from north to south, from Berlin and Prague to Bratislava and Budapest, as well as from Moscow and Kiev to Brno and Vienna. It is also on the main route from Bohemia and Moravia to Slovakia by way of the Pass of Jablunka. But perhaps the most important consideration for the liberated Czechoslovakia was the possession of the coalmines, on which the heavy industries of the newly formed Republic mainly depended.

At the Versailles Peace Conference the question of Teschen was considered in accordance with the Austrian census of 1910. This had been based upon "language of intercourse" and not upon "mother tongue." It gave the Poles a percentage-population of 54·85 per cent, the Czechs having 27·11 per cent and the Germans 18·04 per cent. The total population now numbered 426,370. Of that total, 101,138 had no rights of citizenship, as they were more or less migrating labour of Polish nationality, whose introduction the Austrians, true to their principle of "divide and rule," had encouraged in order to control the Czechs.

If the whole duchy had been given to Poland it would have caused the Czechs to lose some 100,000 of their compatriots, while the railway route joining the western and the eastern territories of the Republic would have been cut—an alternative line through the mountains could only be constructed at vast expense—and, furthermore, the Czechs would have been deprived of the Karwina coal basin, which to them is vital. If the Poles had lost the entire duchy it would have meant the loss of some 230,000 Poles and native Silesians and the coalmines. But Poland possesses other coal areas of a similar nature and of a very much larger coal output, so that for her the Teschen mines had not the same extreme value as they had for Czechoslovakia.

Greeted by Riots and Strikes

It was decided that there should be a partition of the duchy. In the closing period of the First Great War, Masaryk and Paderewski met in the United States and endeavoured to settle the matter in amicable discussion. This method, however, did not find favour in Europe, where the Poles summoned to their Parliament representatives from the duchy, to which the Czechs replied by sending troops to occupy Oderburg, in January 1919. Thereupon the Great Powers, fearing further trouble, intervened and decided, in September 1919, to hold plebiscites under the auspices of the principal allies. When the Commission arrived in the following January it was greeted by riots and strikes, so the plebiscite method was discarded and Czechs and Poles requested arbitration by a Council of Ambassadors.

On July 28, 1920, the issue was decided, was duly ratified by both countries, and became a sacred bond between them. The greater part of the territory, including the town, went to Poland, the western portion with the coalfields and a suburb of the town going to Czechoslovakia. It is improbable that any better solution could have been achieved by international arbitration, but the Poles were not satisfied and later declared that if they had not been engaged in war with Soviet Russia they would never have accepted this settlement.

TESCHEN, central European town and duchy on the banks of the Olsa, tributary of the Oder, claimed by both Poland and Czechoslovakia.

By the Treaty of Warsaw, signed in April 1925, the conditions of the minorities left on both sides of the frontier were arranged. It must be admitted that the Poles in Czechoslovakia derived great benefit from the social legislation, land reform and other measures which made Czechoslovakia the most advanced democracy in Central Europe. But this did not cause the Polish authorities to forget their grievance; and when in 1938 it became probable that Czechoslovakia would have to make territorial concessions to Germany, the Polish Foreign Minister, Colonel Beck, thought the appropriate moment had come for an ultimatum. The demand for Teschen by Poland at the Munich Conference was a stab in the back for Czechoslovakia, made at a time when she was unable to defend herself in spite of her military preparedness. Teschen became Polish, Beck making it clear that his policy was guided by expediency. His joy lasted for a year; then his own country was ravaged by the Nazis.

Throughout the Second Great War the Czechs and the Poles fought and died as allies. Beck's reputation in his own country has suffered a final eclipse, while that of Benes was never brighter. We can therefore hope with some confidence that reason will now prevail and that the pledge of friendship made between the two exiled Governments in London in November 1940 will form the basis of a new order in Central Europe and in a settlement of the Teschen question.

When in June of this year Marshal Rola-Zymierski, C.-in-C. of the Polish Army, entered Teschen the Czechs showed admirable restraint. Their Premier, M. Fierlinger, went to Moscow, where he had been Ambassador for seven years, to enter into negotiations with the Polish Government at the request of Russia. He pointed out that the Teschen district is an indispensable part of the Czech economic system, and that without its coal the great Czechoslovak industrial centre to the south-west of it could not be maintained.

Central European politics present many difficult problems. They can be solved only by good will and the realization of the impractibility of full satisfaction to every member of the community where historic, ethnic, geographic, economic and strategic claims are inextricably interwoven. It will be a splendid feather in Russia's cap if she can settle this problem between her two Slav kinsmen in such a manner that no sense of grievance remains on either side

CZECH PREMIER, M. ZDENEK FIERLINGER (right), and his wife, with members of the Czechoslovak Government, were greeted by M. Molotov, Soviet Commissar for Foreign Affairs, when they arrived in Moscow in June 1945 to discuss, among other problems, the future of Teschen, whose industrial importance is explained in this page. *Photo, Pictorial Press*

Our King Sees Ships that Brought Us Victory

ON HIS FIRST PEACETIME VISIT TO HIS NAVY, H.M. The King, accompanied by the Queen and Princess Margaret, inspected the Home Fleet in the Firth of Forth on September 28, 1945. The Royal party was received by Admiral Sir Henry Moore, K.C.B., Commander-in-Chief of the Home Fleet, in his flagship, the Rodney. Among the ships visited was the 9,100-ton cruiser Birmingham, on whose forecastle our photograph shows the King, with the Queen and Princess in the background.

Photo, G.P.U.

Kirkby Explosion Heroes Awarded George Medals

Mr. M. V. ROWLING

Mr. W. J. PANTON

Mr. J. S. MURDOCH

Mr. W. E. DENNY

Fireman R. D. FORBES

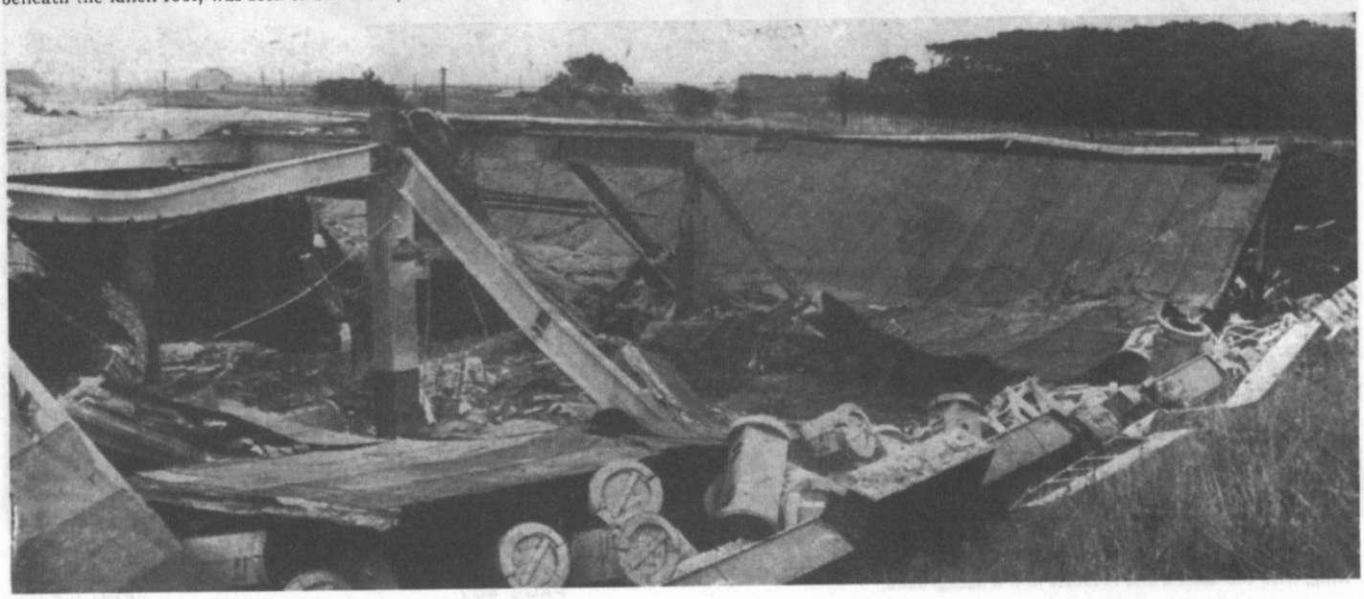
Fireman W. TOPPING

AWARDS for bravery by civilian workers during explosions at the Royal Ordnance Factory at Kirkby, Nottinghamshire, during the night of September 15, 1944, were announced in the London Gazette of September 18, 1945. The first explosion occurred during the filling of highly dangerous ammunition. While bombs and ammunition continued to explode in the wreckage, girl workers who had escaped from the burning building ran back to bring out injured comrades. They ceased their rescue endeavours only when ordered to take instant shelter, which they did in the nick of time, for immediately afterwards another explosion occurred, wreaking even worse havoc and endangering still more lives.

After the assistant superintendent, Mr. W. E. Denny, had withdrawn everyone from the building, a pile of bombs, crushed in their wooden crates beneath the fallen roof, was seen to be on fire; and these were beyond reach of the firemen's hoses. The fire was gaining and, had it taken hold, the consequences would have been disastrous over a wide area. Mr. Denny entered the building alone and, having found a way of attacking the flames, explained his plan to the leading fireman, Mr. Ronald D. Forbes, and fireman William Topping. Both volunteered without hesitation, and the three contrived to extinguish the blaze ; they were awarded the George Medal. Other recipients of the award included Mr. M. V. Rowling and Mr. J. S. Murdoch, shop managers, and Mr. W. J. Panton, foreman.

The factory Superintendent, Mr. Gale, was awarded the O.B.E. ; though on leave, he at once returned and organized the salvage task without incurring a single casualty. Our photographs show the converted tank (above) with which bomb clusters were removed to safety, and (below) a view of the damaged areas showing bomb clusters under the wreckage.

Photos, British Official



I Was There!

Eye Witness Stories of the War and After

We Toiled 17 Hours a Day in Siamese Jungle

Goaded by Japanese task-masters to help build the Burma-Siam railway was the fate of many who fell into enemy hands at Singapore in 1942. The Daily Mail Pacific Bureau Correspondent sent this dispatch, including the story told to him by Lieut. P. A. D. Jones, on Sept. 6, 1945.

A TALL, gaunt Australian bowed to me when I entered a prison camp near Singapore Docks today, then, recovering himself, was so embarrassed that he could not speak for a minute. "It is a little trick they taught us," he said. "It will take us some time to get rid of it." We were standing in a long room where 70 men, all Australians, were lying or sitting on low wooden bunks. Until a few days ago every time a Japanese guard or orderly entered that hut all had to stand up and bow.

Some of the men were as thin as those I saw in the Nazi horror camps, and many were suffering from beri-beri and chronic malaria. Most of them were survivors of the dreadful Siam jungle camps where the fiendish Japanese took delight in beating and humiliating our men as they toiled at building the Burma-Siam railway, toiled till they fell dead from half a dozen fearful diseases and sicknesses. From dozens of the stories I listened to in this camp today I have selected one—that of Lieut. P. A. D. Jones, of Smethwick, Staffordshire, regimental No. 98857. He said :

I was captured in Singapore the day it fell, February 15, 1942. For the first 48 hours the Japs left us to ourselves. Then they ordered us to march out to Changi, now the Jap show camp. They separated all the Indians from the whites. Of the 52,000 Indians taken here, there are now only 15,000 left. We can only guess at the fate of the rest.

At Changi, just outside Singapore, we soon settled down to camp life—a life made unbearable at the outset by Japanese cruelties. After about eight months I was moved. After many weary weeks, during which we were kicked and beaten by our guards, we arrived at Sungkrai camp in Siam. Our working hours were from dawn to dark, roughly 17 hours a day.

If three of us failed to lift a felled tree, then Japanese guards would make two men do it somehow. When an elephant got lazy and jibbed at moving a tree trunk, the Japanese would put us on to it, then laugh at us. We strained ourselves.. They called us their elephant power. Guards would often set on us for no reason and beat us with their rifles or bars of iron. During the building of a bridge over a gorge Jap guards struck at several of our unfortunate comrades until they fell off and were killed.

Several Australians took Japanese guards with them to their deaths off that bridge. Finally, we as a party were worked out. The Japanese could not get any more out of us, and work on the railway was slipping again. So they marched us all the way back to Singapore—without 500 of our comrades whom we had buried.

RICKSHAW MAN IN TOKYO tries to bargain with a U.S. war correspondent. Fares have doubled since the Occupation, and rickshaws are scarce. *Photo, British Combine*

Smiling Men of Nagoya Plan a Jap Come-Back

Third largest city in Japan, Nagoya is ready to "get going" again—largely at the expense of Allied troops. How the battered city's business men are reacting to the Occupation is described by Arthur La Bern, of The Evening Standard, in this story dispatched on October 1, 1945.

THE Kanko hotel—catering exclusively for foreigners—was empty save for an American journalist and myself. We sat alone in a large dining-room surrounded by tables gleaming with silver, cutlery, white cloths and fine glassware. There were ten little Jap waitresses in gay pantaloons waiting on our one table. When we entered the dining-room they bowed their heads, nearly touching the luxurious crimson carpet. Steaks, eggs, lobster and trout were plentiful. Fruit was served with every meal.

I was looking down on the ruins of Nagoya when four smooth-faced bespectacled Japs bowed, and presented cards. They were the President and members of the Nagoya Chamber of Commerce and Research Bureau. They smiled, showing gold and silver fillings in their teeth. They were at my service, they said. Any information I required they would gladly supply. Any questions, however frank, would be answered to the best of their ability.

I had a three-hour discussion with them and gathered that their ulterior motive was to put Nagoya back on the peacetime map. Nagoya, the third largest city in Japan, was the centre of porcelain ware, gaily coloured textiles, fans, clocks and fancy goods.

"It was such a shame that the Government converted our peaceful productions to war factories and drew bombing attacks upon us," they said. I agreed. They winced when I told them that Nagoya was the third on the list for the Atom Bomb, and the surrender just saved them. "We had had enough already," they said.

Nagoya, switching from peacetime pretty-pretty stuff to Mitsubishi war plants, produced 80 per cent of Japan's aircraft until it was razed to the ground by raids. They obviously didn't like the change of topic, but said : "Frankly we wept. We just couldn't understand the surrender. We knew nothing about the real position."

Asked what they thought of the possibilities of democratic Government in Japan, they admitted it would take a long time. The people have no political education, they said. Did they desire democratic Government ? Oh, yes, they did. Did they think the Emperor shared the responsibility for the war ?—Oh, no, the Emperor was hoodwinked too.

Would they go to war again if the Emperor ordered them ?—Oh, they were quite sure the Emperor would do no such thing. Had not the Emperor left his sacred Palace to visit General MacArthur ? "Excuse, please, but we must go now unless there is some commercial or research information," they said.

Forty thousand occupation troops of the United States Sixth Army are arriving in Nagoya this week. The landing barges will touch down at Sinmaiko pleasure beach. The troops will live in tents pitched on bomb sites. But the sleek Jap business men intend exploiting the troops' arrival. Fancy goods, lacquer work, porcelain, are already appearing in the windowless, burned-out department stores. Notices over the counter announce boldly "For Allied soldiers only."

SUMATRA RAILWAY BUILT BY P.O.W. working under Jap task-masters. The Japanese commander vowed that it would be completed even if he had to use human bodies for sleepers. Released Australian prisoners who helped to lay the track declare that it was sabotaged during construction. See Burma-Siam railway story in this page. *Photo, Australian Official*

FREED P.O.W. AT ARAIE waiting repatriation by ships of the U.S. Navy. They included British, Canadians and Americans released from the Narum Daito camp in Japan. *Photo, British Combine*

'We Thought This Day Would Never Come'

Three hundred British P.O.W. shook the dust of Japan from their weary feet on August 30, 1945, and that night slept the sweet sleep of deliverance aboard the hospital ship Benevolence in Tokyo Bay. Arthur La Bern, of The Evening Standard, tells of their dramatic arrival.

We looked down at them as the landing craft swarmed round waiting their turn to unload. No two were dressed alike. Some wore a tattered vest and ragged slacks or shorts. Some wore even less. Some had had broken limbs. Some were so weak that the effort of waving once or twice was too much for them and they collapsed back into the arms of their comrades.

Many of them had pathetic little bundles—ragged paper parcels with the contents bursting out of the torn sides. In them were cherished things which had consoled them through their three years of imprisonment—photographs of their families, dog-eared books, card packs, crumpled letters tied with string, boxes of dominoes and chess.

There was one strangely vivid note about them. Nearly all wore bright crimson or yellow scarves, a contrast to the rest of their clothing. This rather puzzled us until they explained the scarves were cut from parachutes Flying Forts had dropped with food and cigarettes. One man had used a large piece of red parachute cloth to patch his ragged khaki trousers. As they filed along the deck towards the hot shower, a meal and medical inspection, they looked like shipwrecked men who had lived for years in a jungle or desert island. Many were suffering from beri-beri or dysentery; others looked remarkably fit.

Most of them were captured in Hongkong and had been in Jap hands since Xmas 1941. They were from P.O.W. camps in Sumidagawa and Omori. A large contingent of them were men of the Royal Scots and Middlesex Regiment, and an odd thing was that these British Army men who had been in captivity three years and eight months looked fitter than many captured more recently. One of them, Private Joseph Walter Newman, of the Middlesex Regiment, explained this to me. He said: "We lived by our wits. If we had depended on food the Japs gave us we should have been dead long ago. But every time we went out on a working party we resorted to the good old army practice of scrounging. We hid rice in our boots and socks and cooked it when we got back to camp."

Sergeant F. Pigeon, Royal Artillery, said: "We played a cat-and-mouse game with the Japs all the time. We learned to become as crafty as they are. No matter what job they sent us out on, we usually managed to steal rice or soya beans, which we hid in clothes and boots. We cooked it secretly at night on a little electric stove we rigged up under the floor of our hut, using electric light power."

Aircraftman Fred Harker, who was captured in Java, said to me: "I thought this day would never dawn. It is like a dream." His wife and daughter—four-year-old Judith Valerie—live in Norbett Road, Arnold, Nottingham. He said of them: "I have not seen them since Christmas 1941 when Judith was only nine months old."

All the British P.O.W. testified to this: "Our treatment was mild compared to that dished out to the American Fortress crews. The captured American air crews were continuously assaulted, kicked, tortured and starved, and the Jap civilians, if anything, were worse than the Jap military."

I got confirmation that the Jap civilians were worse than the Japanese military from British Fleet Air Arm Sub-Lieutenant Victor Spencer, an Avenger pilot, of Edge Lane, Broad Green, Liverpool. By a coincidence I flew in the same Avenger wing in a strike from the Implacable some weeks ago.

He failed to return from a later strike on Koriyama on August 10 and I did not expect to see him again; but as I was standing on the deck of the Benevolence he walked up to me and said: "Haven't we met before?" Spencer said: "We had just bombed the dispersal areas at Koriyama when we were hit twice by flak. One hit set the engine alight and we force-landed in paddy fields. We ducked into the hills, but were caught after two days' hiding. Civilians who caught us knocked us about pretty badly, but that stopped when we got into the P.O.W. camp."

Dutch soldiers captured in Java received particularly bad treatment. Sgt. Kuipers of the Dutch Army, said to me: "We did not even get any letters, so we have no idea what happened to our wives and children in Java. The Japs stole our Red Cross parcels and we had no soap for the first eight months as prisoners. When the war ended they cut down our meagre rations by 25 per cent. When the Swedish Consul asked why, the Japs replied: 'The prisoners have stopped working, and we are afraid they will get indigestion if we give them too much food.'"

The P.O.W. were continuously moved. One of the worst camps was at Kawasaki. Here 263 men had to make meals for a day from 25 pounds of flour and a can of water. One day the same 263 men had to make a meal from one pound of meat. Prisoners working in coalyards were expected to shovel a load of 50 tons of coal per man every day. When boots or shoes wore out they were not replaced and gangs of prisoners often worked in bare feet or with rags tied round their feet even in winter with snow on the ground.

I Was a Prisoner Where Men Died Like Flies

This "last letter" of a British Secret Service Agent, who was captured in civilian clothes in France by the Germans, was smuggled home while he was awaiting death at the notorious Buchenwald Camp (see illus. page 50). He later succeeded in escaping to the American lines. Dated Sept. 14, 1944, permission has now been given for its publication.

These are "famous last words," I am afraid, but one has to face death one day or another, so I will not moan, and get down to brass tacks. I will not attempt to make a report on my journey except to say that up to the very moment of my arrest it had been a success, and I was quite pleased with things. My capture was due to one of those incidents one cannot provide for. I had so much work that I was overwhelmed, so I asked for a sure, dependable *agent de liaison*, and I was given a young chap called Guy, whom I renamed Antonin. He worked for me for a week, and then got caught; how I do not know, but he had an appointment with me at 11 a.m. on Tuesday, March 21, by the Metro Passy, and brought the Gestapo with him.

He was obviously unable to withstand bullying and very quickly gave in to questioning. I was caught coming round a corner

and had not an earthly chance, being collared and handcuffed before I could say "knife." I was badly beaten up in the car on the way to Gestapo H.Q., arriving there with a twisted nose and a head about twice its normal size. I was then subjected to four days' continuous grilling, being beaten up and also being put into a bath of icy cold water, legs and arms chained, and held head downwards under water until almost drowned, then pulled out and asked if I had anything to say. This I underwent six times, but I managed to hold out and gave nothing away.

Wrist Cut to the Bone by Chains

I was interrogated for about two months, but dodged everything. I was offered freedom if I would hand over X—some hopes! I nearly lost my left arm as a result of the torture, as I got blood poisoning through my wrist being cut to the bone by chains and remaining unattended with handcuffs biting into them for about six days. Apart from that I was kept in solitary confinement for four months at Fresnes. I was very unpopular as a Britisher, and one of the German N.C.O.s was particularly glad at every opportunity of punching me or slapping my face. He gave me three weeks of "glass-house" in a darkened cell, without mattress, blankets, deprived of all means of washing, and with about half a pound of bread per day as sole food.

I was pretty weak when I came out, and had lost about 2½ stone in weight. I was sent to Compiègne on July 17. Whilst there I recuperated a bit, and had arranged an escape together with a chap well known to —— but got sent to Weimar on the eve of escaping. The other chap succeeded. Bad luck for me. The journey here was an eventful one; it took eight days. The first man I ran into when being entrained was A., and the second was B. We had various adventures, all were handcuffed the whole time, 19 men in one compartment and 18 in another. We could not move, being packed like sardines. The gates of the compartments were padlocked and we had very little air—or food.

We were given one day's rations which had to last five days; luckily some had Red Cross parcels or we would have starved. The train was bombed and machine-gunned on the way and we had a very narrow shave. Our escorts ran and left us helpless; had the train caught fire we would have burned like trapped rats. We had to stop at Saarbrücken for three days in a punishment and reprisals camp, and were beaten up on arrival. As usual I seemed to attract particular attention and got well and truly slapped and cuffed. We were confined for three days and nights, 37 of us in a hut 9 ft. by 7ft. It was Hell.

We then came on to this place, Buchenwald. On the way our escorts plundered and stole practically all our effects. Never believe a word about German honesty; they are the biggest thieves, liars, bullies and cowards I have ever met. In addition they delight in torturing people and gloat over it. Upon arrival, which took place at about midnight, we were locked up in disinfection quarters and next morning were very nearly hanged summarily, but temporarily reprieved. We were stripped, completely shorn, and dressed in prison rags, losing our few remaining belongings, and 16 of us, including B., were told to report to a certain place.

We never saw them again and found out that they were hanged without trial on the night of September 11-12. They have been cremated, so no trace remains of them. We are now awaiting our turn. There are 170 airmen (British and American), brought down and captured in France, but they are being treated as "terror fliers" and sleeping in the open, living under appalling conditions in violation of all conventions. They ought to be treated as prisoners of war. Men die like flies here.

I sent a message to you through——. I hope you received it, but I have no means of telling. The bearer of this letter will give you all details; whatever he tells you is Gospel truth and he will never be able really to do justice to the horrors perpetrated here. For God's sake see to it that our people never let themselves be softened towards the German people, or there will be another war in 15 years time, and all our lives will have been sacrificed in vain. I leave it to you and others to see that retribution is fierce. It will never be fierce enough.

SEEING THE HORRORS OF BUCHENWALD, Nazi prison camp (overrun by the U.S. 3rd Army on April 11, 1945), where thousands suffered indescribable cruelties, are these German women from the nearby city of Weimar. Under U.S. escort, they were marched through the camp to receive impressions that would not fade this side of death. *Photo, U.S. Official*

Diary of World Events

SEPTEMBER 26, Wednesday

Indo-China.—U.S. officer killed and other Allied casualties in clashes with Annamite nationalists.

Home Front.—King and Queen visited Edinburgh for Victory parade.

General.—Bar to V.C. awarded to Capt. C. H. Upham, N.Z. Army.

SEPTEMBER 27, Thursday

Japan.—Emperor Hirohito made formal call on Gen. MacArthur in Tokyo.

Germany.—Larger food rations for children 9-17 and for victims of Nazi persecution approved by Allied Kommandatura in Berlin.

General.—International agreement signed in London for establishment of European Central Inland Transport Organization.

SEPTEMBER 28, Friday

Germany.—Gen. Patton reported to Gen. Eisenhower on "denazification" programme in Bavaria.

Mediterranean.—Malta again became headquarters of British Fleet.

Home Front.—King and Queen visited ships of Home Fleet in Firth of Forth.

SEPTEMBER 29, Saturday

Germany.—Himmler's secret grave at Luneburg Heath decked with flowers.

Netherlands E. Indies.—British troops landed in Java without interference from Indonesian nationalists.

SEPTEMBER 30, Sunday

Germany.—British officials announced clothing levy to be made on Germans.

China.—U.S. Marines landed at port of Tientsin.

Home Front.—Accident to Scottish express on L.M.S. railway near Hemel Hempstead caused 39 fatal casualties.

OCTOBER 1, Monday

General.—Czechoslovakia resumed diplomatic relations with Rumania.

OCTOBER 2, Tuesday

Germany.—Gen. Patton to be replaced by Lt.-Gen. Truscott as commander of 3rd Army and of eastern half of U.S. occupation zone.

Indo-China.—"Cease-fire" agreed on between French authorities and Annamite nationalists.

General.—Meetings of Council of Foreign Ministers in London suspended.

Home Front.—First travelling Post Office train for five years left Euston for Aberdeen.

OCTOBER 3, Wednesday

Germany.—Gen. de Gaulle visited Saarbrucken in French zone.

China.—Fighting in Kunming between Chungking troops and local forces.

Indo-China.—French battleship Richelieu covered landings of Allied troops.

U.S.A.—President Truman recommended Congress to set up commission on control of atomic energy development.

OCTOBER 4, Thursday

Japan.—Allied authorities abolished secret police and demanded removal of Home Minister and release of political prisoners.

France.—Trial of Pierre Laval on charge of treason opened in Paris.

OCTOBER 5, Friday

Japan.—Japanese Prime Minister and entire Cabinet resigned.

Home Front.—Household Cavalry mounted guard in Whitehall for first time since the war.

OCTOBER 6, Saturday

Japan.—Baron Shidehara appointed to form new Cabinet.

Palestine.—Illegal immigrants on northern frontier caused clash between Transjordan Frontier Force and Jewish villagers.

OCTOBER 7, Sunday

France.—Laval and his defending lawyers withdrew from court as protest against conduct of trial.

Home Front.—First party of ex-prisoners of war from Far East arrived at Southampton.

OCTOBER 8, Monday

Germany.—Rudolf Hess flown from Britain to Germany to stand trial.

Palestine.—Orderly demonstrations by Jews protesting against British immigration policy.

OCTOBER 9, Tuesday

France.—Pierre Laval sentenced to death in his absence.

Far East.—Andaman Islands re-occupied by British.

Netherlands E. Indies.—British and Dutch officials arrested by Indonesian extremists.

Greece.—Government of Admiral Voulgaris resigned.

Flash-backs

1939

September 27. *Fall of Warsaw.*

1940

September 27. *Tripartite Pact between Germany, Italy and Japan signed in Berlin.*

October 7. *German troops entered Rumania and occupied oilfields.*

1941

October 6. *Two-pronged assault against Moscow launched by Germans under Von Bock.*

October 8. *Evacuation of Orel announced by Russian Command.*

1942

October 4. *Combined Operations raid on Sark, Channel Islands.*

October 8. *British captured at Dieppe and Sark enchained.*

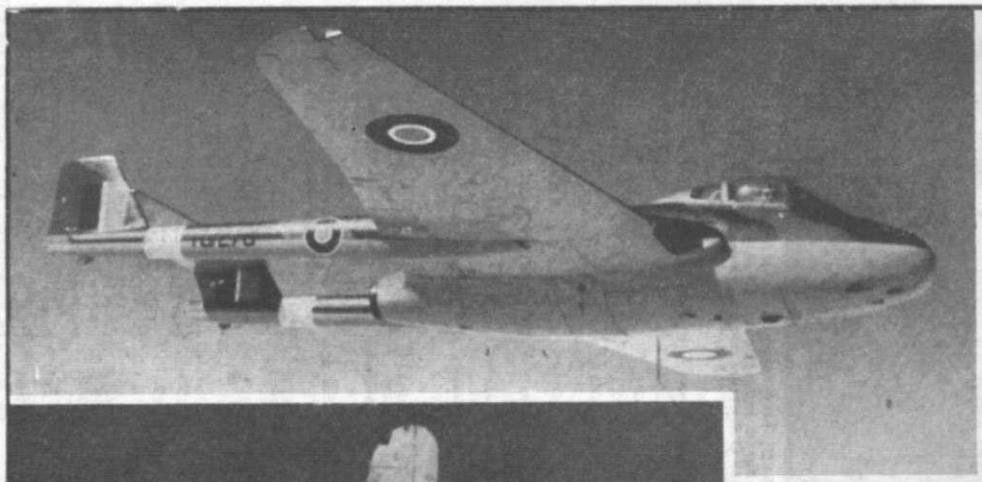
1943

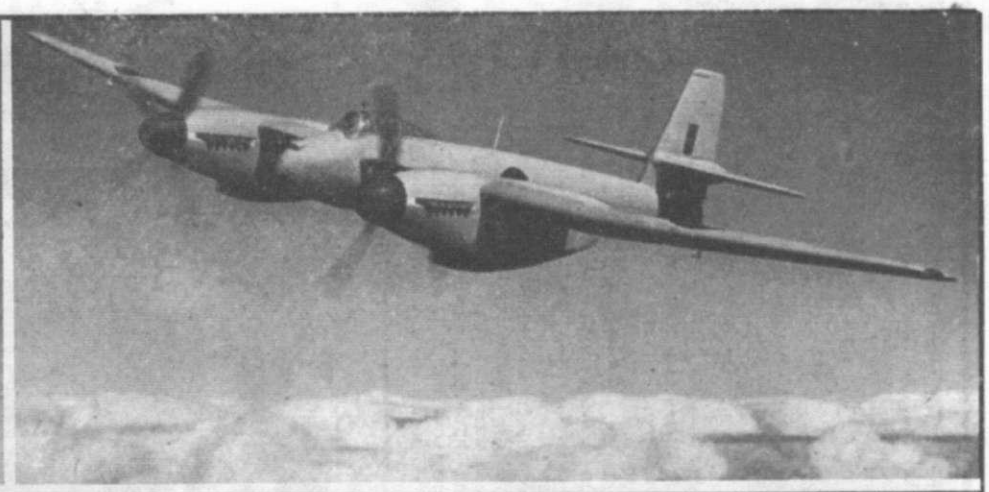
October 1. *5th Army took Naples.*

1944

October 3. *R.A.F. breached dyke and flooded Walcheren Island. Warsaw rising crushed by Germans after 63 days.*

October 5. *Allied troops landed on mainland of Greece.*





CLAIMED TO BE THE WORLD'S FASTEST FIGHTER is Britain's jet-propelled de Havilland Vampire (1) which first appeared over London on September 16, 1945. A single-seater, its speed is described as "handsomely in excess of 500 m.p.h." It is powered with a single gas turbine and was intended as an answer to the latest German jet-propelled aircraft. Designed for battle in the stratosphere is the Westland Welkin (2), the world's biggest single-seater fighter with a speed of 385 m.p.h. Off the secret list (September) is the Blackburn Firebrand IV (3), our Naval Air Arm's most formidable attack aircraft and fastest single-engined (2,580 h.p.) torpedo-carrying aircraft, with a speed of 350 m.p.h. Believed to be the fastest propeller-driven aircraft is the de Havilland Hornet (4), capable of over 470 m.p.h. *Photos, Charles E. Brown*

R.A.F. to Fly Them Home

By CAPTAIN NORMAN MACMILLAN M.C., A.F.C.

NOTHING better illustrates the greatly developed carrying capacity of the R.A.F. than the statement of Mr. George Isaacs, the Minister of Labour, when dealing with the question of demobilization, that "Between October 1945 and May 1946 the R.A.F. will transport about a million personnel and 250,000 tons of freight." Men and freight will be carried by air from all theatres of war, from Europe, the Middle East, India and the Far East. They will come not only from seaports, as with ships, but from airports situated both on the seaboard and inland.

There is no need now to send men to the Hook of Holland, Antwerp or Ostend, Alexandria, Bombay, Calcutta or Rangoon for transhipment home. They can emplane at Hanover, Berlin, Khartoum, Delhi or Mandalay, and fly direct to London. How immense the saving of transport man-power that will result, can be appreciated when one remembers the great numbers of dock and railway workers that would be needed to handle the ships and trains necessary to transport a million men. Thus a dual man-power problem will be simultaneously solved; and the use of petrol to carry these men and women will save coal for other purposes.

MR. Isaacs' statement drew attention to the huge network of military airlines that now enmesh the globe as with a spider's web. While civil aviation is obstructed by failure among the nations to agree on policy affecting the freedom of flight and carriage of passengers and freight, the R.A.F. and the U.S.A. Air Transport Commands operate with the utmost freedom and regularity services that span the world. Nothing can better punch home the moral that the world is still under military government although the war is over. In Europe alone the R.A.F. flies a route network of 114,000 miles, and due to vacant seats in the Dakotas it has been reported that the public will soon be able to book seats for travel to Europe by R.A.F. Transport Command at same fares as British Overseas Airways would charge.

If this is correct it is to be regretted that the military air transport command should usurp the function of civil air transport. One cannot see the Admiralty placing His Majesty's ships at the disposal of fare-paying passengers between Folkestone and Boulogne, and the Air Ministry might well have regard to the procedure of the senior Service with its fine respect for tradition. But perhaps this report was incorrect.

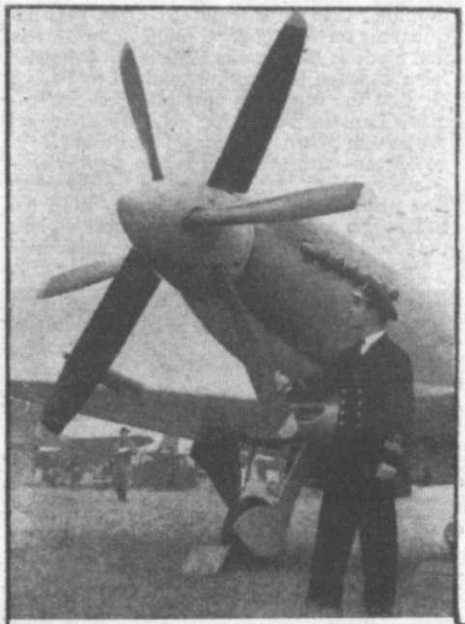
HORNET'S Great Improvement on Britain's Famous Hurricane

British aero-engine horse-powers are steadily increasing. The two Rolls-Royce Merlin engines fitted in the de Havilland Hornet fighter (which was first delivered to the R.A.F. in February 1945) give a total of 4,140 h.p. for take-off. This fighter can fly 2,500 miles non-stop when fitted with long-range tanks, a great improvement on the fighters with which Britain entered the war; for then the Hurricane had the greatest duration—about 750 miles. But to cover this distance non-stop it was necessary to fly at such a reduced speed that operationally it was of little value, and the maximum striking range of our early fighters did not exceed about 120 miles. It was the loss rate of the American Eighth Air Force heavy day bombers that brought about the urgent need of long-range escort fighters, thus making the fighter an offensive, instead of a defensive weapon, in pure air war. The Hornet is also remarkable for its rapid climb off the ground; in the first minute it can reach 4,500 feet. (See illus. in facing page.)

This rate of climb is first-class for an aircraft driven by airscrews, but it does not compare with the phenomenal rates of climb developed by rocket-driven aircraft. The latter were developed by the Germans when the R.A.F. and American and Allied air forces drove the Luftwaffe on to the defensive.

INDEED, that effect may be said to have occurred in the Battle of Britain, although the actual air offensive against Germany did not really begin until 1942. As the wearing down of German air defence grew continually stronger, the enemy concentrated ever more on interception, and the Messerschmitt 163 rocket-propelled interceptor, the Komet, was literally a flying rocket.

This pterodactyl-like aeroplane normally took off under its own power, jettisoned its wheels in the air, and landed on a skid. It climbed to 30,000 feet in just over two minutes and a half, and was capable of a level speed of 550 m.p.h. It carried the pilot, two 30-mm. guns, and was built partly of wood. A later model, the 163-C, used a special rocket unit with a second jet to give cruising economy. Its endurance under power was about 12 minutes, and its maximum speed was 590 m.p.h.

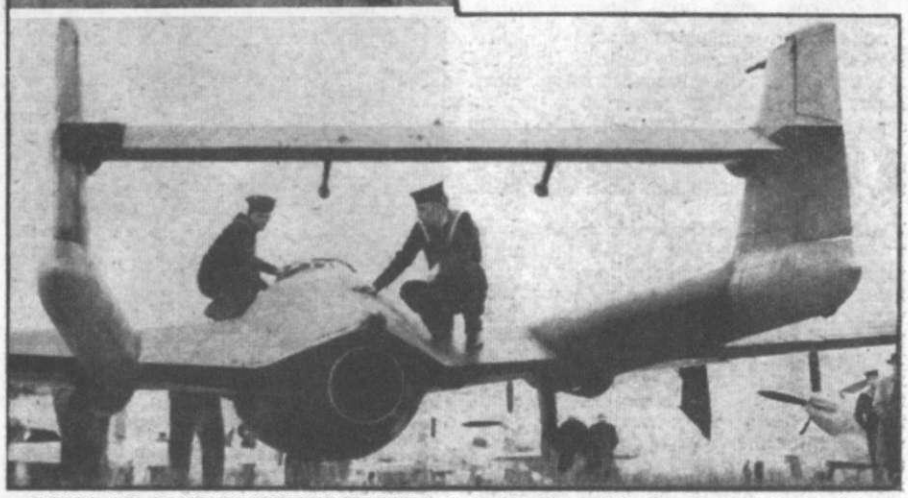


But the Komet was outclassed by a project under development in Germany when the war ended. This was the BP-20 Natter (Viper) of the Bachem company. This tiny aircraft had a wing-span of about 18 ft., about the same as the flying bomb. Its prime mover was a rocket, as in the Komet. It was to start flight vertically (like the V2), assisted by auxiliary rockets, and climb to about 37,000 ft. in the first minute and continue climbing, if need be, above that height. Its task was to destroy a bomber with its battery of rocket projectiles, and when the pilot had fired them he was to be ejected from his cockpit and descend by parachute. To save the valuable rocket-engine, the rear half of the fuselage broke off and also came down by parachute. The front half, being quickly replaceable, was left to fall where and as it might.

LIGHTWEIGHT Aircraft Rocket Unit Installed in the Messerschmitt 163

These rocket-propelled aircraft (the Natter was almost a human controlled anti-aircraft rocket) were driven by two fuels: concentrated hydrogen peroxide and a mixture of hydrazine hydrate and alcohol; each contained in a separate tank, whence they were delivered to the combustion chamber jets by turbine driven pumps. The most important aircraft rocket unit was the HWK-509 which weighed only 365 lb. It was installed in the Messerschmitt 163. It developed a maximum thrust of 3,300 lb., when the fuel consumption exceeded 1,000 lb. a minute. It could be throttled to a minimum thrust of 220 lb., but only with a big loss in fuel consumption efficiency. The HWK-509C had the separate cruising combustion chamber. Its main combustion chamber gave a thrust of 3,740 lb., and the cruising chamber 660 lb.

THE latest British war aircraft to come off the secret list is the Blackburn Firebrand (see illus. in facing page), a Fleet Air Arm strike aircraft, fitted with one Bristol 18-cylinder sleeve-valve Centaurus engine, which develops 2,580 h.p. Originally designed as a fighter, the Firebrand became a torpedo attack aircraft. It has folding wings, large slotted flaps, subsidiary split flaps in the trailing edge of the main flaps, dive brakes on the upper and lower surfaces of the main planes, and a specially developed torpedo attachment which allows the torpedo to be released at unusually high speeds. Its sea-level speed is 320 m.p.h. and it is 30 m.p.h. faster at 13,000 ft. It stalls at 75 m.p.h., and takes off in a 20-knot wind in 480 ft., which means that in the smaller carriers it must require rocket-assisted take-off.



NAVAL AIR ARM'S NEWEST WEAPONS include the all-metal Seafire Mark 45 (top), with a single 2,050 h.p. engine, and counter-rotating airscrews. Speed is about 440 m.p.h., span 36 ft. 11 ins., length 32 ft. 11 ins., armed with four 20-mm. cannon guns. Jet-propelled Vampire (see facing page), also in service: tail-end view (below). *Photos, Associated Press*

Editor's Postscript

BERKELEY SQUARE has been in the news again. For the greater part of its 247 years of existence it has been reckoned one of the most beautiful, as it certainly was one of the most exclusive, of London's backwaters, long famed in history if only because of the many famous people who have lived and died there, and variously celebrated in poetry, drama and song. Was it not at his house in Berkeley Square that Kipling's Tomlinson gave up the ghost, when the spirit came to his bedside and gripped him by the hair ? In the popular play of the 1920s to which the square lent its name it was made to symbolize all that was fragrant as well as all that was malodorous about that eighteenth-century gilt-golden age to which so many romantic souls have longed to return. As for song, throughout the summer of 1940 we were assured *ad nauseam* by Eric Maschwitz, who wrote the lyric, and Manning Sherwin, who wrote the music, that a nightingale sang in Berkeley Square, though I for one found this difficult to believe. Still, there were always plenty of leafy plane trees there, and the fact that it is almost unique among London squares in being set on a recognizable hillside gave the garden at its best the effect of a miniature parkland, so possibly a solitary nightingale may have made a mistake at some time.

WHEN I first knew Berkeley Square the houses and the garden were very much what they must have been in, say, 1774, when Lord Clive set the clubs and coffee-houses prattling by committing suicide at No. 45. There was only one shop, an old bookshop. And never were garden gates kept more jealously locked. One of the now extinct race of crossing-sweepers had his pitch by Lansdowne House to the south of the square, and he was invariably dressed in a scarlet coat. The story ran that Lord Cork kept him supplied with throw-outs from his hunting wardrobe. In short, Berkeley Square had a unique flavour compounded of equal parts of very expensive lavender and very rare old lace. In recent years this has all been changed. Today it is only for a few paces on the west side, and then only at night, that the most lively imagination could think in terms of powder and patches, buckles and brocade, linkboys and sedan chairs. Gentility has fled before the tide of commerce, and the sedate old houses have given place to modern blocks of offices and flats—magnificent, no doubt, but not Berkeley Square. The bombs came. Then those precious railings came down, and the shelters and E.W.S. tanks went up. The busy public learned to take short cuts across the open ground, and every blade of grass has vanished. Now the Westminster City Council has agreed to restore at least the garden to its former glory. Never again can it be preserved as a pleasaunce of aristocracy ; but there is no reason why it should not be made an oasis to gladden the hearts of Mr. Jones and Miss Smith as they scurry past it to and from their work.

DISCOVERY of the Gestapo's secret list of British people and British institutions marked down for liquidation served to revive for a time the ever-pertinent query : " What would have happened *if* . . . ? " I wonder the Nazis, confident as they were in 1940 of the imminent collapse of Britain, did not make full propaganda play with the list as a trump-card in the war of nerves. After all, there were few surprises in it, very little that we could not have guessed for ourselves even then. They might have used it as they used their notorious film of the Polish campaign, Baptism of Fire, for the intimidation of hesitant neutrals. And, incidentally, the Nazis were by no means first with the idea of saying it with threatening pictures. After the defeat of the Spanish Armada an enemy ship was seen one day floundering about in Bridlington Bay. A boatload of local toughs rowed out and scuttled her, presumably killing the enemy crew. Among the loot they brought back were a dozen pictures painted on leather, showing horrifically and in unmistakable terms what the Inquisition proposed to do to all Englishmen who were not Catholics. These old propaganda paintings, after being hidden for a time lest Good Queen Bess should demand them for herself, have been preserved to this day at Howsham Hall in the East Riding.

IT is twenty-one years since Imperial Airways was founded and started its daily London-Paris service. Since then the history of British civil aviation has hardly been a glorious one—largely thanks to misguided subsidies and the fact that none of our Governments since that time had the courage to go " all out " on the question. I am reminded of this by the timely publication of Tomorrow's Airliners, Airways and Airports (Pilot Press, 15s.), by Mr. S. E. Veale, which I do not hesitate to describe as the most comprehensive book on civil flying I have ever read. Mr. Veale is no mere Wellsian dreamer : his pages are spatch-cocked with odd and curious facts. Did you know, for example, that an attempt to bring international air services under a unified control was first made as far back as 1910, when delegates from eighteen countries assembled in Paris ? Or that the following year (1911) a Frenchman, Captain Ferber de Rue, forecast jet-propulsion when he wrote : " In order to go higher—and man will try to go higher—another principle will have to be adopted. The principle of the rocket is indicated for this purpose, and the reaction motor will be the result " ? Mr. Veale has some supremely sensible things to say about Germany's future as an air-Power, especially of the possibility of her secretly manufacturing rocket weapons. And he anticipates " a steady expansion of the world's air services, which may continue to the turn of the century, " making air transportation one of the world's greatest industries. But in case you should be pondering setting up in business as an air-line proprietor be warned by this : " Assuming a useful life of five years, an airliner costing £100,000 must be written off in the operating company's books at the rate of £20,000 a year—or £55 a day, or more than £2 an hour." This takes no account of lost revenue and the company's normal overheads !

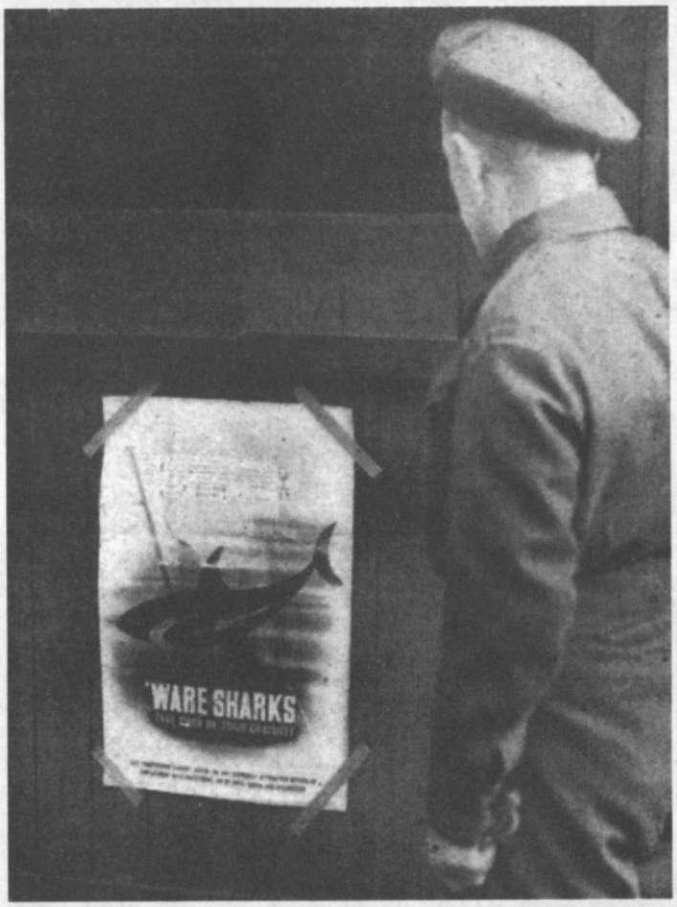
Capt. CHARLES HAZLITT UPHAM, awarded in September 1945 a bar to the V.C. he had received in 1941 (see page 281, Vol. 5), was the first soldier to be thus decorated in the Second Great War. In the New Zealanders' gallant attack on El Ruweisat Ridge, in the Western Desert, in July 1942, though badly wounded and with his arm broken he destroyed, with grenades, a truckload of Nazis, a tank and several guns, capturing the position.

Photo, New Zealand Official

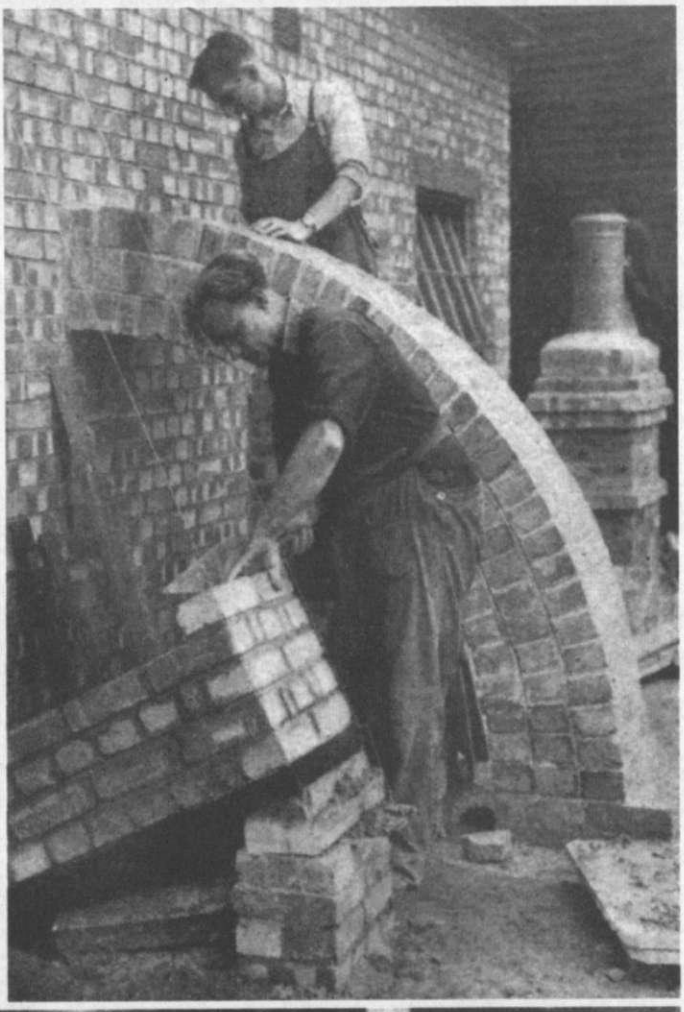
AN officer lately repatriated from Malaya has been telling me about Jap methods of propaganda which, he says, was somewhat subtler in its appeal than that put out by the Nazis in occupied Europe. At Singapore, it seems, the Japs made desperate efforts to stir up in the Malayans a sense of the teeming numerical superiority of the " Indies " over Britain's mere forty-and-odd millions. " Britain," ran one of the slogans, " is only a 1-24th of us ; Britain itself means really nothing." Sums in simple arithmetic always appeal to the Oriental mind as possessing magical properties of a kind, and no doubt the strictly arithmetical logic implied in the equation had in many cases the effect desired by the Nippon invader. Another type of appeal—incidentally used against us by the Germans in Africa before the First Great War—was on the subject of domestic service. On the lines that Jack is as good as—which is to imply better than—his master. One of the coloured leaflets scattered about Singapore shortly after the Japs took over depicted a Malay, a Burman and an Indian (Peterborough reproduced it recently in The Daily Telegraph) bringing Mr. Churchill an early-morning cup of tea. It is an old dodge—as old as Wat Tyler. Extremists of the Congress party in India once tried to exploit it in an attempt to get servants in Bombay to " go slow " on their English masters, but without any appreciable degree of success. The psychology here would seem to be at fault, for among the better type of Indian servant to be in an Englishman's service is very often a matter of proud family tradition, many such going back over two hundred years.

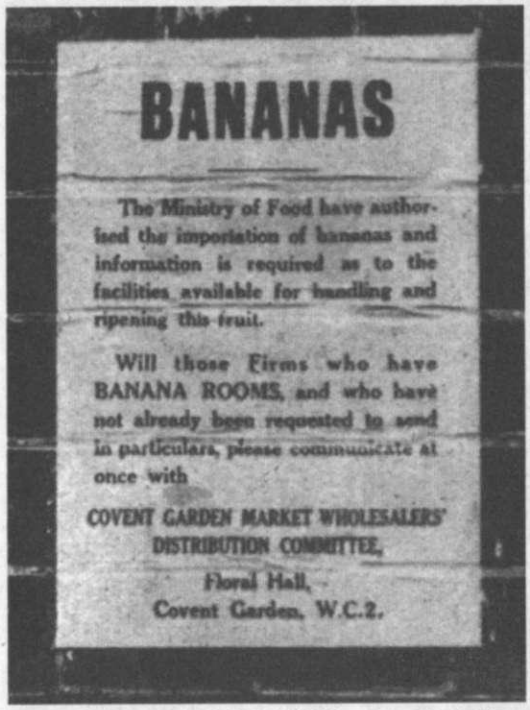
A WAR memorial for animals may sound odd until you begin to realize—as not many do—that during the War thousands of animals and birds went on active service with the Allied forces (see page 696, Vol. 8). Among them were birds and animals lent by their owners to the Government for war work —pigeons used by crews of crashed aircraft ; dogs used by fighting patrols to give warning of the presence of the enemy, for detecting mines on the battlefield ; dogs attached to the Civil Defence services for locating casualties trapped under bomb debris ; and—not least —the mascots. To commemorate the fine work of these animals the People's Dispensary for Sick Animals of the Poor (which began its now famous caravan service as long ago as 1923) is appealing for funds for the P.D.S.A. Allied Forces Animals' War Memorial. And what more practical form could such a memorial take than by providing a fleet of new caravan dispensaries to ease the sufferings of birds and animals in what one hopes are the more peaceful days to come ? I pass on the appeal to you in the hope that you may wish to contact the Secretary, who is to be found at 14 Clifford Street, London, W.1. As a surprising example of the value placed on animal war-work I was told the other day of a " squadron " of R.A.F. " nomadic homers," as they are called, whose job and training are so heavily swathed in the folds of the Secret List that it is unlikely that they will ever be revealed. There would thus seem to be more than one reason why budgerigars weren't chosen for the task.

In Britain Now: Helping Our Ex-Servicemen



TIMELY WARNING ON THIS POSTER outside the demobilization centre at Olympia, London, is being considered by a soldier about to re-enter civilian life. He is reminded that there are sharks ashore as well as at sea, and that ex-Servicemen have to be careful to whom they entrust their gratuities. *Photo, The Evening News*




BANANAS
The Ministry of Food have authorised the importation of bananas and information is required as to the facilities available for handling and ripening this fruit.
Will those Firms who have BANANA ROOMS, and who have not already been requested to send in particulars, please communicate at once with
COVENT GARDEN MARKET WHOLESALERS' DISTRIBUTION COMMITTEE,
Floral Hall,
Covent Garden, W.C.2.

BANANAS ARE ON THE WAY if one may judge by this appeal posted in Covent Garden, London, during October 1945, for Banana Rooms, of which there are about a hundred in the market ; many lay empty during the war or were used as air-raid shelters. In these rooms green bananas just arrived from the docks are ripened in five or six days, heating being provided by gas—the only type of artificial warmth supplying the requisite humidity. On the Clyde, banana boats are being refurbished in readiness for resumption of this trade with Jamaica and the Cameroons.

LEARNING TO BUILD TOMORROW'S BRITAIN, ex-Servicemen are training at Eley's Estate, Edmonton, London, where workshops have been erected for them to study various crafts. Much use is made of models : trainees (above) are at work on a model staircase ; others (top) are perfecting themselves in bricklaying as appertaining to the construction of railway tunnels and bridges. *Photos, Keystone, The Evening Standard*

Rocket Bomb Helped to Swell London Savings

THIS V2 ARRIVED IN TRAFALGAR SQUARE BY LORRY as main attraction of London's Thanksgiving Savings Week display, September 15 to 22, 1945. Captured during our advance in the Low Countries, it weighs over three tons; its height of 49 ft. may be gauged in comparison with that of the workmen erecting it in its launching position. It was disclosed on September 23 that in June 1944 an unexploded V2 landed accidentally in Sweden, was handed over to our agents and dispatched to Britain by air.

Photo, Illustrated London News

Printed in England and published every alternate Friday by the Proprietors, THE AMALGAMATED PRESS, LTD., The Fleetway House, Farringdon Street, London, E.C.4. Registered for transmission by Canadian Magazine Post. Sole Agents for Australia and New Zealand: Messrs. Gordon & Gotch, Ltd. and for South Africa: Central News Agency, Ltd.—October 26, 1945. S.S. *Editorial Offices:* JOHN CARPENTER HOUSE WHITEFRIARS, LONDON, E C 4.